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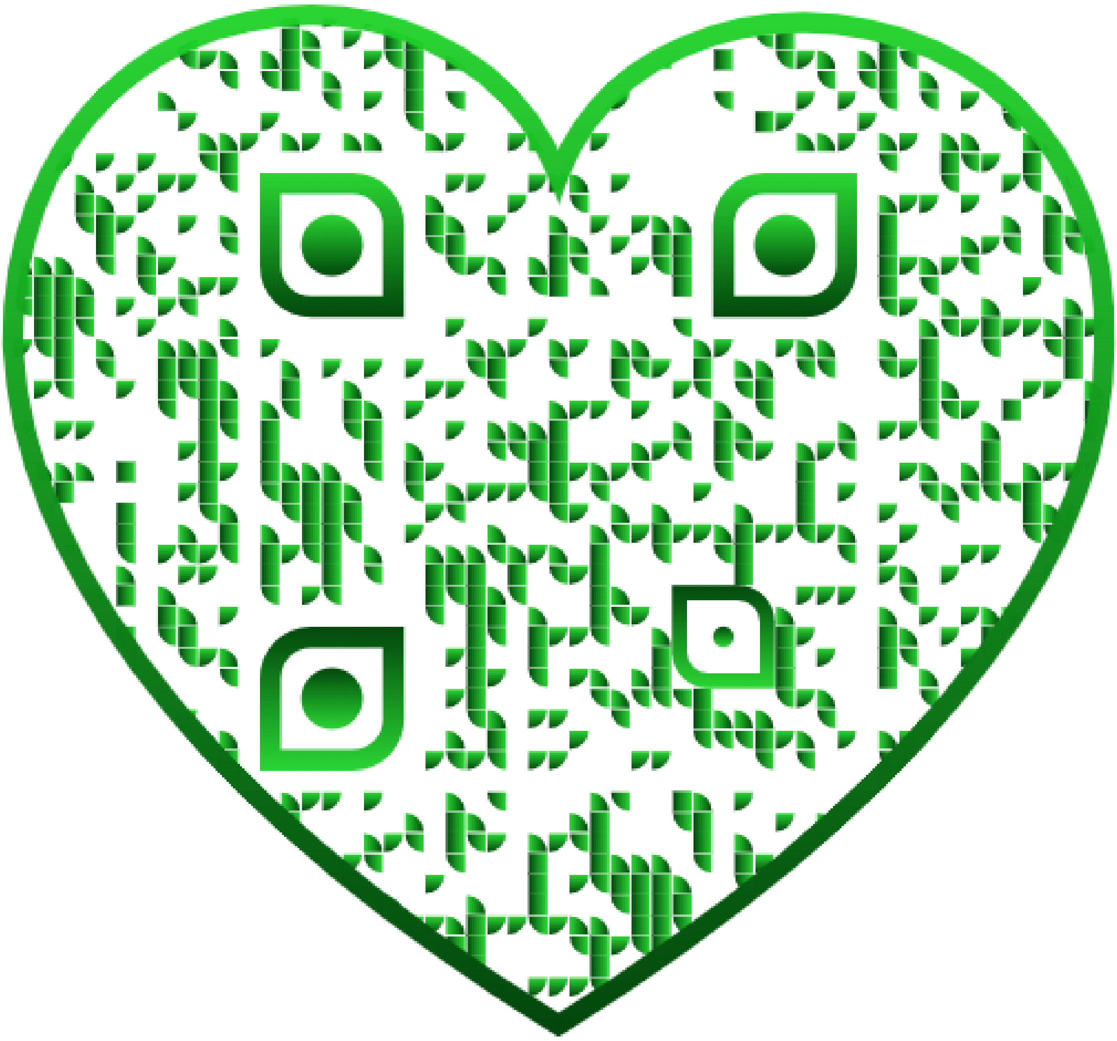

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COVER

There have been some great MFs at shows this year. We thank Neville Barbour for writing in with some most interesting thoughts on the 100 series MF tractors. Neville is a fan of Duple cabbed MFs, as we see here.

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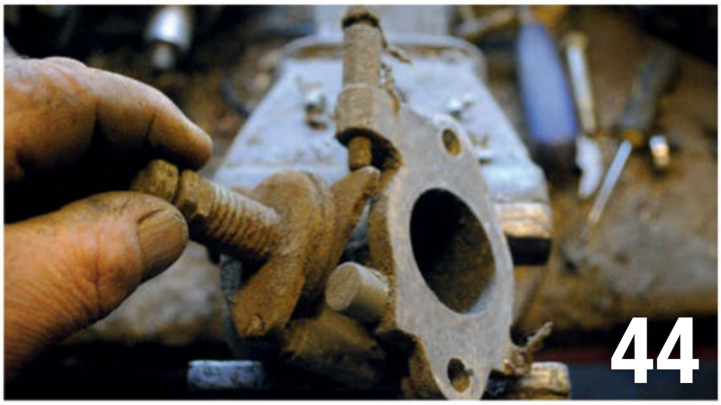

about all things Massey-Harris, Ferguson & Massey Ferguson

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KELSEY media

Welcome!

The editor recently took a small party to the USA for a 10-day tour in August and visited tractor rallies, museums and collections along the way. He is seen at Oakley, Michigan where he tested this rare propane powered MF 97.

Since I was last with you I have visited Tractomania, Cassuade in France, where I took a small group. In August I took a similar size group to the USA on a 10-day tractor tour, which went well, apart from Dollar Car Hire stitching us up and not helped by the negative response from my UK agent.

On the last day of the trip we were heading to Pontiac, Illinois to visit a showground that was preparing for its annual show. My phone text told me that BA had cancelled our flight home to the UK that night! How helpful was that, as I was booked to do work on August Bank Holiday Monday! This caused mayhem, again not helped by Dollar Car Hire not answering their phone or website contact. Needless to say we arrived back in the UK a day late, although BA did fully compensate us within 10 days so that was something. We will look at these trips in our next issue of *CMFE*.

Talking of tours and visits, in April 2025 Massey Ferguson®, celebrated the grand opening of the Massey Ferguson Agrispace customer experience centre in Beauvais, France, with local dignitaries, companies, partners and media representatives. This new 2,800m² world-class Customer Experience Centre is located at the heart of the Massey Ferguson factory site at Beauvais, France.

Thierry Lhotte, vice-president and MD Massey Ferguson Europe & Middle East said, “The official grand opening kicks off the factory's 65th anniversary, marking a new milestone on our brand's growth journey at the location where it all began for us in 1960.

He continued, “The Agrispace is a clear illustration of our Farmer-First strategy that helps create sustainable value for farmers and their operations,” and added, “Our world is changing, and so are we. Massey Ferguson wants to be known not only for our exceptional products and services, but also for the positive impact we have on agriculture and our local communities.”

Agrispace is much more than a showroom or a museum. “It is a place where Massey Ferguson enthusiasts can meet, and feel at home, to celebrate their common passion for farmers, the brand and agriculture,” said Jérôme Aubrion, Director of Marketing, Massey Ferguson Europe & Middle East. “The exhibits highlight our commitment to helping farmers tackle their toughest jobs. The entire line of products and services we bring to farmers can be found under one roof here in Beauvais. It also features interactive exhibits that allow visitors to explore the people, places and products that make Massey Ferguson one of the world's most renowned brands. Here, our past and our future converge together.”

He added, “The Agrispace is the one and only Massey Ferguson site for customer visits, dealer arranged guided tours of the manufacturing facility, hands-on machine experiences on the available track, launch events, dealer meetings, conferences in relation to farming topics and corporate gatherings.”

Well all that is left for me to say is Happy Christmas to you all and I look forward to seeing you early in the New Year. Don't forget to get out there and enjoy all the tractor road runs leading up to and during the festive season.

Meet the contributors

Richard Lofting
Richard Lofting A natural gifted engineer and a practical tractor fan who keeps his 50-70 year old fleet going by practical repairs.

Joseph Lewis
Our West Country correspondent has worked with the editor since 1997

Ben Phillips
Tractor repair and restoration specialist, writer and book author

Bob Weir
Lives in Shropshire and was brought up on a diet of classic British tractors

Jonathan Whitlam
Tractor enthusiast, prolific author, film-maker and hard-working farmer

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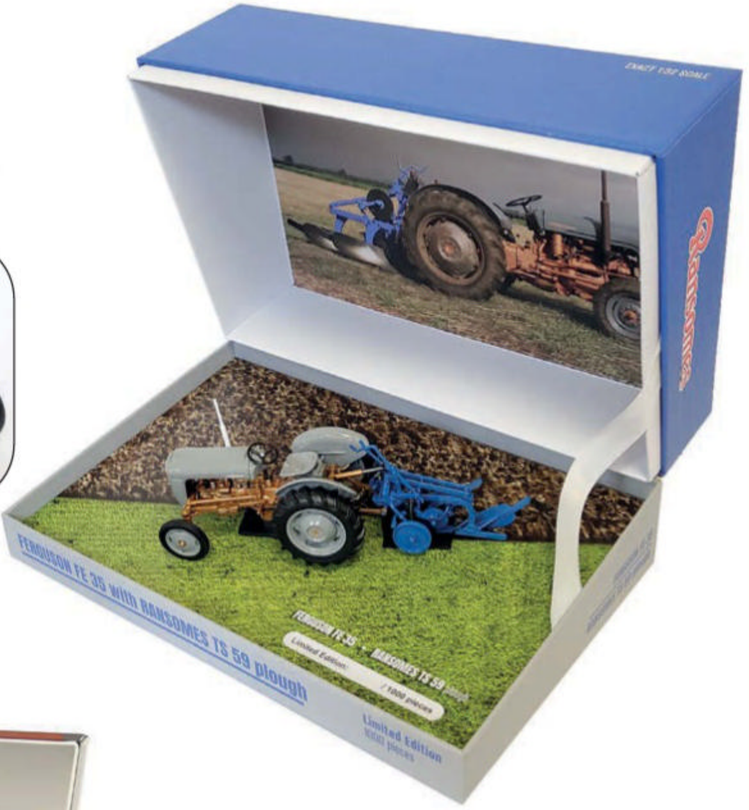
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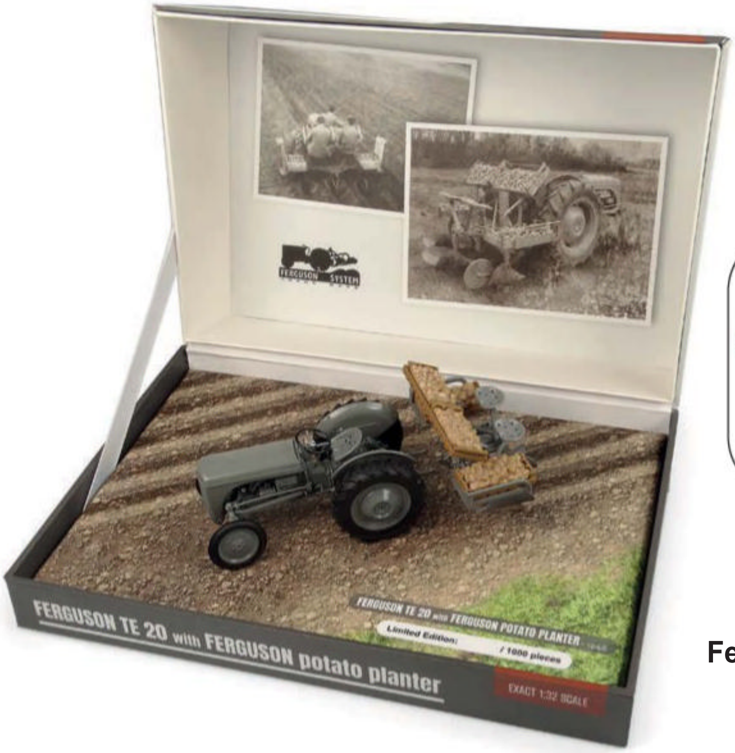
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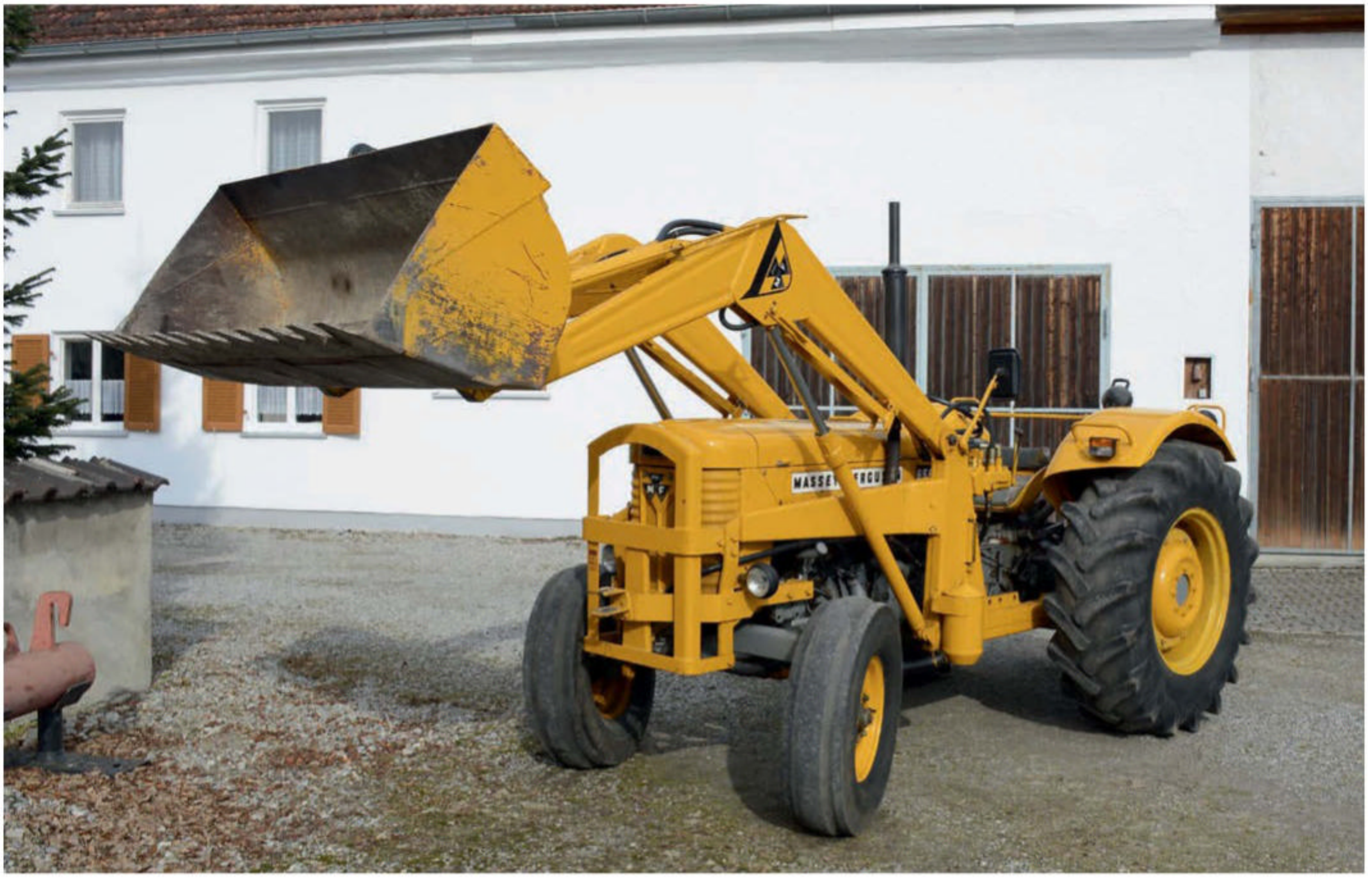
STILL WORKING IN GERMANY

A rare MF 65R (instant reverse) survives in Germany, and one of our overseas correspondents Gerald Sandrieser visited Richard Braumüller from southern Germany to find out why he has kept the tractor so long, which he still uses today.



The Barton Road assembled 1964 Massey Ferguson 65MKII industrial can still earn its keep.

When Gerald Sandrieser visited Richard Braumüller from southern Germany he took a look behind the farm gates, where it quickly became clear: a strong heart beats for Massey Ferguson here. However, the typical red and grey was almost overshadowed by a powerful yellow industrial tractor, as Richard, a motor engineer by trade, owns a very rare Massey Ferguson 65R.

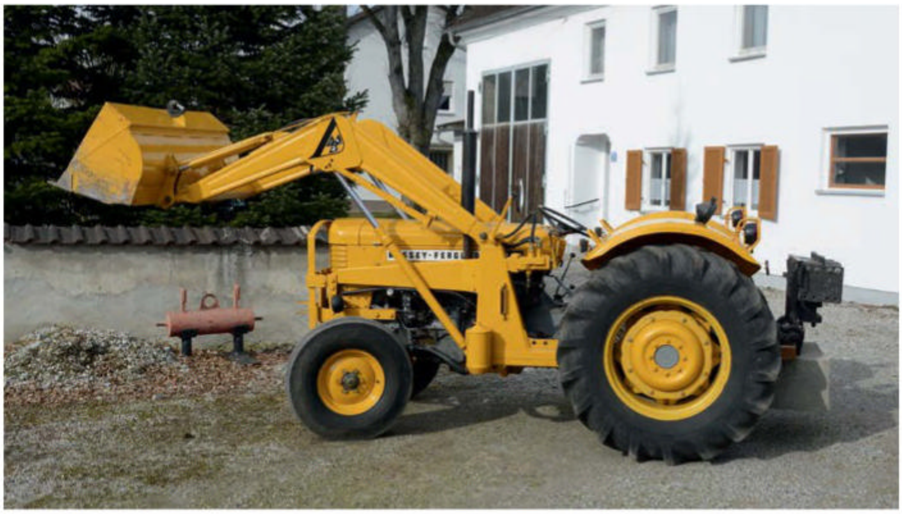
Richard fondly remembers the time when, as a boy, he went to the farm on his moped after school. His first memory was the Massey Ferguson F30 made in France at the time, which was equipped with a mid-mounted mower and loader, he remembers.

Today six MF machines can be found at Richard Braumüller's premises near Fürstenfeldbruck, 30 miles west of Munich, Germany. His father worked for many years at the Massey Ferguson agency Max Walk in Munich, most recently as customer service manager. And since Richard's uncle Johann ran the farm, it was only a matter of time before the machines used wore the red and grey colour combination. "We ran the farm together; Johann, my father and I," says the now 59-year-old, who has worked for over 40 years as a motor engineer at the well-known German company Meiller Kipper.

At times, the family worked as a contractor with combine harvesters for farmers in the region. At first, self-propelled Massey Ferguson combines were used, from the MF 630S to an MF 86 then a MF 487. From 1993 onwards, the company switched to the Claas brand and around 2014 the land was leased. However, the tractors stayed and all of them now belong to Richard, including a 1963 MF 30 and an early 1958 MF 35. There is also a MF 284S and, bringing us more up to date, a MF 2680 with its powerful six-cylinder engine and four-wheel drive. Even the lawnmowers at Braumüller wear a red-grey color dress. However, the most exotic, and by far the most eye-catching, horse in the stable is the MF 65R.

After Harry Ferguson merged his company with the Canadian Massey-Harris Co. in 1953 to form Massey-Harris-Ferguson Ltd., new tractors, such as the MF 65, were soon developed. From the beginning of 1958 the group was called Massey-Ferguson Ltd., and only one year later F. Perkins Ltd. was

The 3-yard bucket certainly has some grippy teeth to get into things here.



Note the weight arrangement at the rear of the tractor.

Dredging or ploughing? The Coventry MF 65R and the Beauvuis MF 165 are part of the collection here.

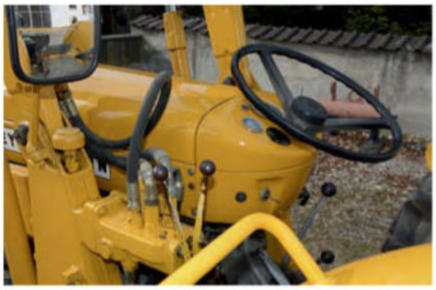
Richard Braumüller from southern Germany – a keen MF fan.

65R
MASSEY-FERGUSON

The loader frame keeps the tractor very rigid.

taken over. Like other manufacturers, MF worked on industrial tractors, backhoe loaders and even wheel loaders to win the construction industry as a customer. Due to the developments in hydraulics and front loaders, this was obvious, and suitable drive trains were already in place.

Examples were the MF 203 with 38hp and the derived version 205 with, Instant Reverse‘ transmission, as well as the MF 356 wheel loader. Massey-Ferguson saw a very good basis in the MF 65 Mk II in particular. The model, revised in 1960,



One can say that the front loader controls are well placed.

Seen on the side of the transmission: it tells you all you want to know about the tractor.

The tractor is used, but kept in a good, clean, workmanlike condition.

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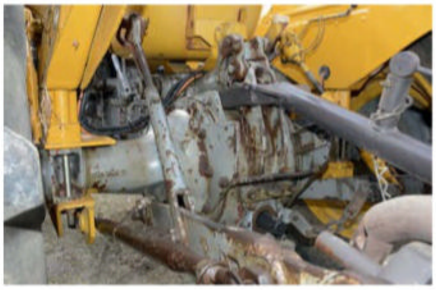
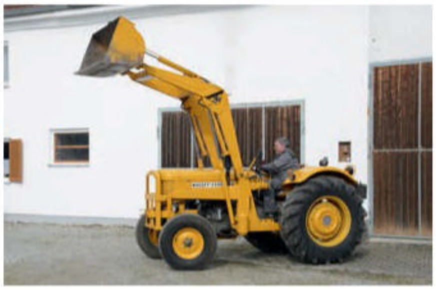
All the plates on the tractor are the original ones.

Agricultural use remains possible: a weight holder currently dominates.



The grey in most places still dates from 1964.



Richard Braumüller with the MF 65S, coming on to the stand here.

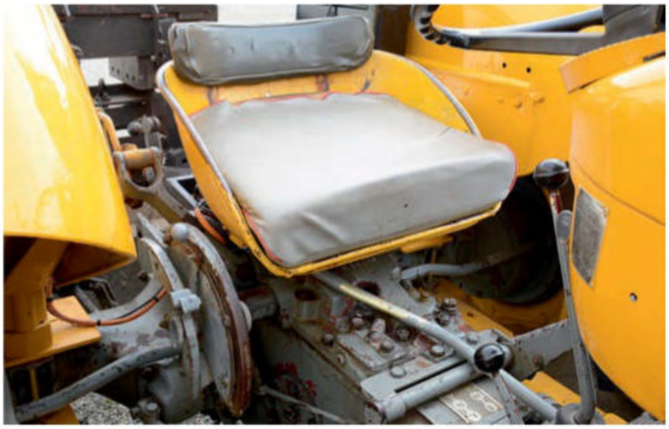
We see the concrete block that holds the back end down.

had the new Perkins four-cylinder direct injection diesel engine AD4.203, which mobilized 58hp (DIN) from a displacement of 3,335cc; a differential lock was standard. Two versions were set up at once, which were to prove themselves in loading, grading and excavating. The MF 65S, in the powerful ‚Industrial Yellow‘, already had a reinforced, non-adjustable front axle and two hydraulic systems: on the one hand, the proven Ferguson hydraulics for all three-point linkage duties and the hydraulic lift of the machine, and on the other hand, a separate pump below the front grille that supplied the front-end loader and rear excavator; power steering was also standard.

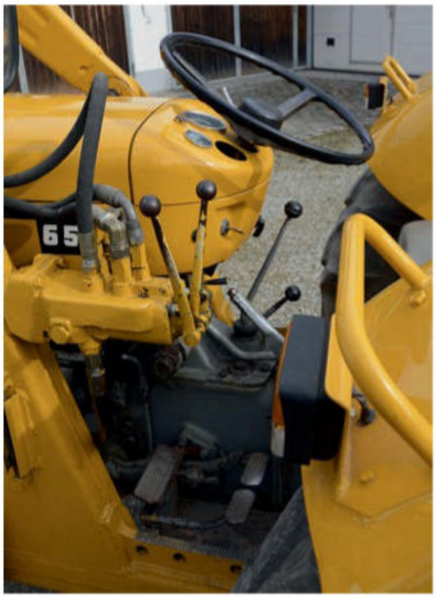
The more expensive MF 65R offered a new type of reverse shuttle with hydraulic multi-disc clutch and torque converter (Instant Reverse‘) instead of the regular 6 x 2 transmission. Two gear levers are used to preselect two gears in two ranges (4 x 4). If you switch from the MF farm tractor for the first time, you will first step into the void when braking: the brake pedals are moved to the left side. The reason for this is the three small coupled pedals, which are used to drive forwards and backwards, as well as the foot throttle. It takes some getting used to at first, but this way, especially at frequent changes of direction, you have your hands free for steering and for the front loader. Only the MF 65R received a transmission oil temperature gauge in the cockpit.

The industrial is only really complete with the heavy-duty 702 loader with a lifting capacity of 2,000lb (907kg) at full height. The 0.4 cbm bucket can be raised up to 3.56m. A dozer blade could also be delivered directly from the MF dealer. The hydraulic oil tank housed in the left console frame is clever. Also on offer was the MF 710 rear excavator with a

The two MFs bask in the late afternoon sunlight.



Showing the originality of some of the parts here; the seat back rest is interesting.



Shift pattern and two gear levers: the reversing gear with torque converter is called, Instant Reverse'

No more Row crop tyres: Today, the MF 165 occasionally still works in front of the log splitter.

200-degree swivel range and a working depth of 3.65m. The reach from the rear axle is 5.30m. The wheelbase of 2,130mm corresponds to the agricultural tractor and the maximum operating weight of the construction vehicle is 4,400kg.

Richard's MF 65R did not have a backloader, because a nursery in Donauwörth had used it in their greenhouses with a tiller. The converter broke down and then the tractor stood outside for a long time, Richard learned when he heard about the machine in 1997, thanks to his relatives.

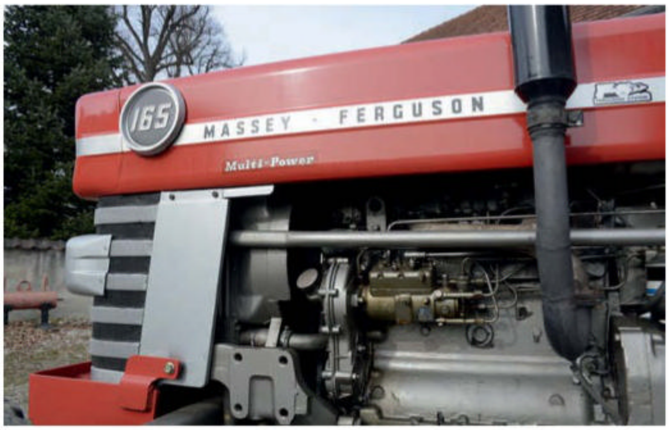
The rare MF model appealed to him and he brought the machine, which according to its chassis number was built in 1964 at Banner Lane, Coventry, and it would have been shipped to Barton Road, Manchester for all the industrial items to be fitted. The fact that 1965 is struck on the manufacturer's plate is probably due to the conversion work for the industrial model. The tractor carries heavy duty industrial wings and some European specification touches to it.

After the tractor was purchased the transmission unit and torque converter were removed and shipped to Munich, to Baumaschinen Häfele, for repairs. Richard, supported by his father, took care of the rusted fenders and the dented bonnet. Due to the long standing time outdoors, the condition of the tractor was pretty worn.

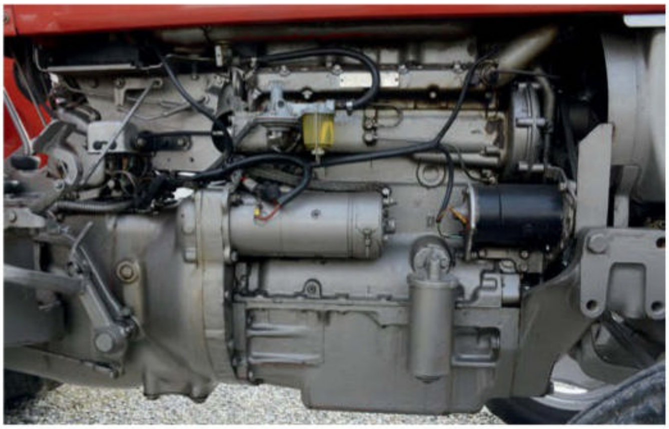
Sheet metal had to be welded in both the rear wings and the bonnet, however, after a service the engine and its other hydraulics worked well, with only a few hoses replaced. Due to older paintwork, the shade of yellow was not the same everywhere. Now a new coat of paint covers the panels. Since the lighting system was completely missing, Richard fitted non-original aftermarket equipment and, for better stability, he replaced the 7.50-16 front tyres with wider 10.00-16 tyres and rims.

As soon as the machine was ready for use again, it had to get to work: "At that time, we knocked down the old buildings and built new," says the motor mechanic. With the shovel of the MF in charge, the demolition work could begin. For stable weight distribution, Richard equipped the machine with a concrete counterweight in the rear: "This is absolutely necessary if you want to do such work with the MF."

As for the red-grey MF 165, this is a late Beauvais built example from the MF northern France factory. It came to the farm in 1985: "My uncle acquired the tractor back then." One reason to buy it was the additional set of rowcrop tyres, as the MF was needed for fertilization and plant protection work. The 58hp diesel engine is identical to the Perkins unit installed in the MF 65R. In addition, the tractor, which was originally equipped with a Fritzmeier soft-top cab, has the 12-speed Multi-Power powershift transmission. Without clutching, the driver can shift down or up a gear at the touch of a thumb to increase traction or



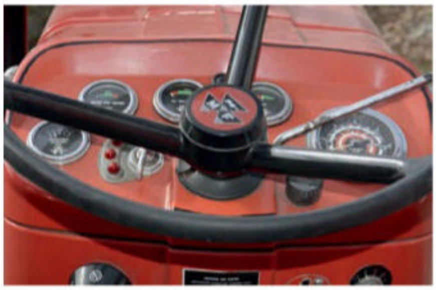
Family-owned for 40 years: the design of the 100 series also appeals to many MF fans.



Perkins direct-injection engine: the AD4.203 four-cylinder engine produces 58hp (DIN) from a displacement of 3,335cc.

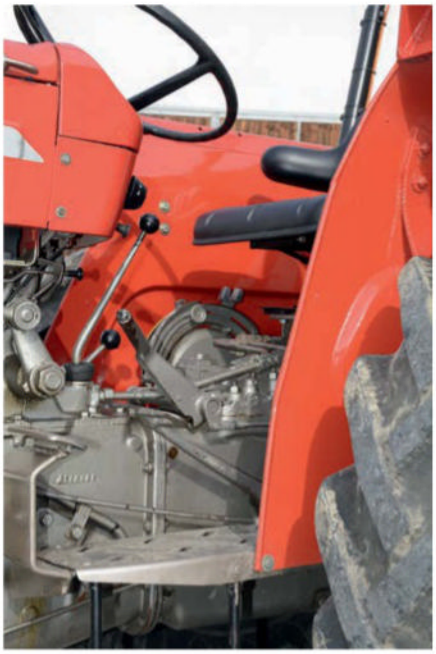
MASSEY-FERGUSON

Made in France in Beauvais: the MF 165 was also built in Coventry and Detroit.

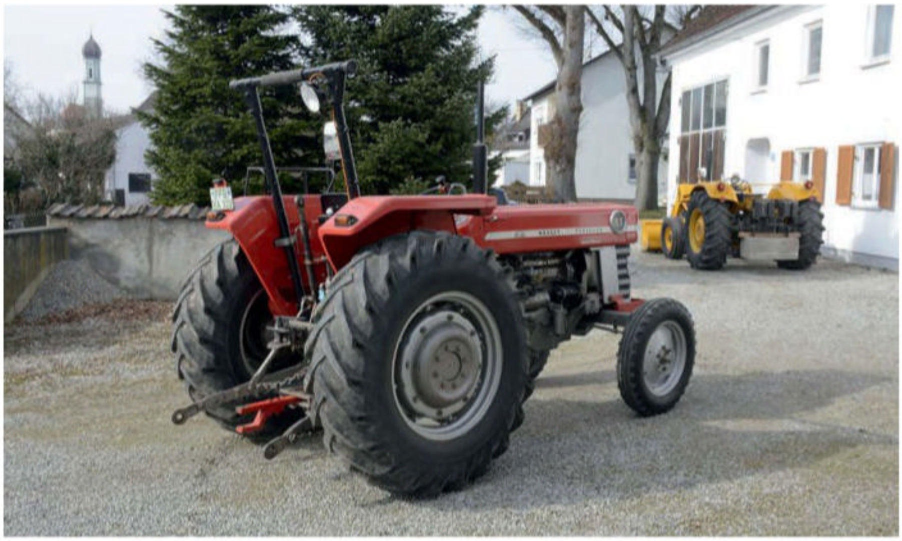


Labelled in three languages: decorative gauges in the richly equipped instrument panel.

A not original seat spoils the footplate area of the tractor unfortunatly, but needs must as they say.



For better ascent, the owner shortened the side panel of the fender.



Multi-Power 12 x 4 incorporates clutchless changes on-the-move.

speed. The gearbox showed no leaks and shifted well.

During the overhaul and repainting of the tractor, uncle Ralf supported Richard. The MF enthusiast has also narrowed the side panel of the left fender for a more comfortable, get on and off position. After leasing the land, the MF 165 remained on site and today it always makes itself useful in front of the log splitter. It is possible that red-grey will again be the only colour combination in Richard's workshop in the future, as he is considering giving up the yellow MF 65R. "It would be nice if it went to a collector, because it's now really too good for construction site use," he smiles. Here at *CMFE* we say keep it in the yellow livery it was originally in, as originality is best! Ed. ■

NORTHWEST
FARM MODELS

contact@northwestfarmmodels.co.uk
07834 536907 • northwestfarmmodels.co.uk
Unit 29, Jubilee Road, Lillyhall, Workington, CA14 4HA

UNIVERSAL HOBBIES 2701 1:32 SCALE MASSEY FERGUSON 35X TRACTOR....£38.00

REPLICAGRI 1:32 SCALE MASSEY FERGUSON 188 2WD £48.00

UNIVERSAL HOBBIES 5353 1:32 SCALE MASSEY FERGUSON 212 TRAILER.....£85.00

REPLICAGRI 283 1:32 SCALE MASSEY FERGUSON 510 COMBINE HARVESTER £135.00

UNIVERSAL HOBBIES 6766 1:32 SCALE MASSEY FERGUSON 590 4WD WITH REAR DUAL WHEELS £65.00

UNIVERSAL HOBBIES 6701 1:32 SCALE MASSEY FERGUSON 575 4WD TRACTOR............... £65.00

UNIVERSAL HOBBIES 6775 1:32 SCALE MASSEY FERGUSON 224 SMALL SQUARE BALER ..£38.00

UNIVERSAL HOBBIES 6329 1:32 SCALE MASSEY FERGUSON 760 COMBINE HARVESTER £125.00

UNIVERSAL HOBBIES 6768 1:32 SCALE MASSEY FERGUSON 590 2WD WITH REAR DUAL WHEELS £75.00

UNIVERSAL HOBBIES 6767 1:32 SCALE MASSEY FERGUSON 575 2WD WITH REAR DUAL WHEELS £65.00

UNIVERSAL HOBBIES 6863 1:32 SCALE MASSEY FERGUSON 9S.425 MATT BLACK LIMITED EDITION £70.00

UNIVERSAL HOBBIES 1:32 SCALE 6242 MASSEY FERGUSON 21 HI SIDE GRAIN TRAILER......£30.00

BRITAINS 1:32 SCALE 43235 MASSEY FERGUSON 6718S £28.00

UNIVERSAL HOBBIES 2785 1:32 SCALE MASSEY FERGUSON 135 TRACTOR.... £35.00

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UNIVERSAL HOBBIES 6452 1:32 SCALE MASSEY FERGUSON 24 CHISEL PLOUGH................£26.00

UNIVERSAL HOBBIES 7125 1:32 SCALE FERGUSON FE35 AND MASSEY FERGUSON 35 SET...£70.00

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UNIVERSAL HOBBIES 6453 1:32 SCALE MASSEY FERGUSON 8S.265 175TH ANNIVERSARY EDITION £80.00

£6 standard shipping - Free postage on all orders over £150

NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS NEWS
Classic Massey & Ferguson Enthusiast magazine is delighted to receive your news on what you have been doing with your tractor or implement, and also what your club has been doing, plus road runs, ploughing and rallying, we want to hear from you! Please contact: **peterlove@madasafish.com** – Tel: 01323 833125

GREY AND GOLD SELLS FOR £20,000!

On Saturday 13 September Malcolm Harrison held the A&M Commercials sale at Warrington, Cheshire, which attracted a huge audience, not only for the commercial vehicles, but also for the well-restored 35 tractors, many from a collection across the water. Bidding was hot from the floor and on the Internet, and a whole raft of new records were created along the way for the very shiny fleet on offer.

This certainly was an extensive sale and the tractors came on just after 11am, the second tractor ticked all the boxes. It was a 1957 Ferguson 35 grey and gold XAH798 diesel, and after a huge length of time bidding, the hammer went down at an amazing £20,000 + VAT, yes you did read that correctly. The previous record price for one of these was £9,500, so a huge record price was realised. A 1965 Massey Ferguson 35 MS020 raised £15,000; this price was matched by the 1963 example ATE715E. See sales pages for more on these tractors.

The record-breaking 1957 Ferguson 35 grey and gold looks a treat – and so it should at £20,000. *Photo: Malcom Harrison*

INSURANCE

A number of road run and rally organisers are asking to see clarification of your insurance documentation when arriving on site. This includes lorry and caravan insurance through to your insurance on your tractor. A number have been found to be invalid and turned away by security staff and section leaders at such events. Do have your documents to hand and currently valid, as things are certainly being tightened up in this respect; for example, at one event 17 entrants had to be turned away.

DORSET CHARITY AUCTION

Symonds and Sampson conducted the annual Charity Auction at Rylands Farm, Sherborne, Dorset on Saturday August 9. This included tractors, vehicles, grassland machinery, workshop items and bygones.

One of the Massey Ferguson highlights in the sale was this 575 with MF 80 loader and bale spike. The cab was rough above the windscreen and was missing its rear cab window, but essentially it was OK. It was sold for £3,400 + ten per cent buyer's premium on the first £1,000 and five per cent thereafter, capped at £300.

The Massey Ferguson 575 with MF 80 loader had been supplied originally by AB Plant of Cleeve, and was knocked down for £3,400.

TRAGEDY AT RALLY

On the evening of 9 August at the Severn Vale Vintage Club annual show in Gloucestershire, a male passenger riding on a vintage tractor was killed when it crashed into hedges and parked vehicles. The 20-year old driver is under investigation for causing death by dangerous driving, and driving while unfit through alcohol. The show was cancelled on the Sunday owing to the tragedy on Saturday evening. The Police are looking for witnesses to the incident, please contact Gloucestershire Police. Please note that the law for vintage tractors in a public place is one person one tractor, not two or more and it will clearly invalidate your insurance if something happens.

JAMES WITTY BACK AS A WORLD CHAMPION

James Witty was ploughing for England and has been crowned 2025 World Conventional Ploughing Champion. James, from East Lutton, near Malton, North Yorkshire, won the World title and the Golden Plough trophy at the 70th World Ploughing Contest held near Prague in the Czech Republic over 5–6 September.

This marks his second world title, having previously won the World Reversible Ploughing Championship in 2003. To win both World Conventional and World Reversible titles is a rare and remarkable achievement and in the contest's seven-decade history there are only three people who have accomplished this. James follows in the footsteps of his late father, Graeme, who was one of those people.

There were 48 competitors, representing 26 countries and James found himself under immense pressure from the start, suffering a breakdown after ploughing just started. It took almost an hour to fix the damage to his plough depth wheel, but he was allowed the same in extra time to complete his plot. Despite the setback, he delivered an impressive performance and was placed second behind Stefan Steiner from Austria. It was not plain sailing on the Sunday with James ending up in fourth position, but that was enough to take the title as Steiner only finished sixth.

It was a fight both days, but luck was on James Whitty's side to give him his second world championship win, and his first in the conventional championships.

In the World Reversible Ploughing Championship, England's Ian Brewer from Cornwall saw his title hopes dashed after drawing poor plots both days and finished ninth overall.

£8,000 RAISED FROM NATIONAL

Congratulations to Vanda Parcel and her team for raising £8,000 from the 2025 Easter Day National Vintage Tractor Road Run, where 345 tractors took part in the successful Run around Stowmarket, Suffolk. In a recent presentation the money was split between the two designated charities: SARS999 and St Nicholas Hospice. Here's to the event in Cornwall in 2026, which Martin Dymond, the chairman of the Cornish Tractor Club, tells us is coming on very well. For entry forms do give him a ring, Tel: 07799666088.

£20,000 GIVEN AWAY

Following the Rural Past Times event held at Horns Cross near Rye, East Sussex on 9–10 August, which was a huge success in great weather, some £20,000 was given away to various charities on Saturday 27 September, at the annual autumn tractor run from Mountfield Village Hall. Congratulations to all involved.

STEPHEN TESTER 1980 – 2025

It's sad to report the passing of a very fine person who got on well with everyone, Steven Tester from Crowborough, East Sussex who sadly took his own life recently. He first stood on a tractor when he was ten years old and, encouraged by his uncle Kim Parks and mother Carolyn, he went on to own a fine collection of tractors.

He loved taking part in tractor road runs and joined in the National in 2024. Sales were a key thing with him and he was a regular at the three Cheffins' Vintage Collectives for many years, bringing back spares and several tractors. The vintage scene was his life and the last event he attended was on Sunday 27 July at the Bromley Pageant of Motoring, South of England Showground, Ardingly, where the South Eastern Vintage Agricultural Club looked after the tractor section at this show.

He worked as a mechanic, but in recent times he had become very depressed and needed help. Unfortunately the NHS didn't react quickly and dragged their heals to give him the care he so rightly deserved.

The funeral took place at the Kent and Sussex Crematorium, Tunbridge Wells, Kent on Friday 12 September. Donations in his memory were given to the Fox Project and Wildlife A and E.

CHARITIES BENEFIT FROM WELSH NATIONAL TRACTOR RUN

Three charities have benefited to a total of over £6,000 raised by the Welsh National Tractor Road Run (WNTRR). E. A. Bates reports that on Saturday 6 September, representatives from the Wales Air Ambulance, Cardigan First Responders and Crymych First Responders gathered at Awenfryn, Glanrhyd to receive £2,018 each, the proceeds of the charity event, which moves around Wales every year.

WNTRR co-founders, brother and sister John and Anne Bates approached Dai Rees, who formed a small committee of Alun Owens, Keith and Kevin Evans, Sion Morgan and Peter Lewis, under the name the North Pembrokeshire Tractor

Welsh National Tractor Road Run 15th June 2025
£2018.00
WNTRR

Jason Davies and Gareth Hands from Cardigan First Responders (Cardigan Mid & West Wales Fire Station) receive the cheque from WNTRR co-founder John Bates and the North Pembrokeshire Tractor Enthusiasts – Dai Rees, Alun Owens, Keith and Keith Evans, Sion Morgan and Peter Lewis. *Photo: E. A. Bates*

Ann Evans of Wales Air Ambulance receives the cheque from WNTRR co-founder John Bates and the North Pembrokeshire Tractor Enthusiasts. *Photo: E. A. Bates*

Glyn Vaughan of Crymych First Responders receives the cheque from WNTRR co-founder John Bates and the North Pembrokeshire Tractor Enthusiasts. *Photo: E. A. Bates*

Enthusiasts to organise the Run. The Enthusiasts decided to support charities that serve the local immediate area of North Pembrokeshire and South Ceredigion.

Held on Sunday 15 June, the event attracted over 260 tractors, congregating at Glanrhyd for the eleventh running of the annual Run. The run of 35 miles started from Awenfryn, Glanrhyd (by kind permission of the Evans family) then took in the spectacular coastal views, as well as the beautiful countryside of the North Pembrokeshire area of the Preselis. The tractors toured the communities of Monnington, Croes-y-Fran, Moylgrove, Ceibwer Beach, Berry Hill, Newport, Cwm Gwaun and Pontfaen with a lunch break at Penralltddu by kind permission of the Davies family. Then it was on to Croes Ffordd, Greenway, Bwlch Gwynt, Tafarn-y-Bwlch, Llwynhirion, Felindre and Post-Goch before returning to Awenfryn.

The WNTRR and the North Pembrokeshire Tractor Enthusiasts would like to thank all participants, marshals, helpers and sponsors for making the event such a success.

Next year sees the event move to the Lleyn Peninsula and Pwllheli on 31 May 2026.

NEW AGCO POWER PLANT

It was announced on 25 September that the AGCO Power™ division is opening new production facilities in Linnavuori, Finland, strengthening the competitiveness of manufacturing. It also highlights the importance of the circular economy in modern power generation. The investment, valued at €54 million, is part of AGCO Corporation's previous €70 million commitment to the Linnavuori engine plant.

The new facilities include a state-of-the-art machining hall for manufacturing Continuously Variable Transmission (CVT) components and cylinder heads for AGCO Power's latest CORE engine. The expanded remanufacturing area increases the plant's capacity to produce remanufactured engines.

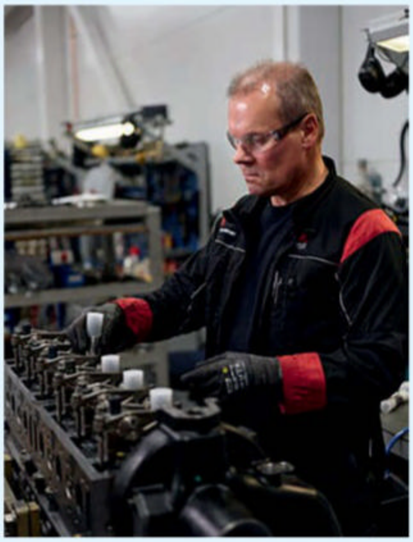
Linnavuori, already Finland's largest transmission gear manufacturing site by volume, has expanded its capacity with the addition of 5,600 square meters of new production space.

Stefan Caspari, senior vice president of customer experience and business effectiveness at AGCO, emphasizes that the remanufacturing expansion supports the company's long-term strategy and Farmer First approach.

The new extended plant is nothing but impressive, as you can see here.

"Farmers value total cost of ownership. This expansion enables AGCO to better support them, not only with new equipment investments, but also with maintaining existing machinery through more cost-effective remanufacturing solutions," Caspari said.

AGCO Power has been refurbishing engines for over 50 years, with systematic remanufacturing starting in 1990. Today, over 1,000 engines are remanufactured annually, and with the new facilities, the maximum capacity will reach 2,500 engines per year.



AGCO Power has been refurbishing engines for over 50 years, with systematic remanufacturing starting in 1990.

"Remanufactured engines extend the lifespan of machines and allow up to 80 per cent of the engine's mass to be reused, including all cast iron components. This results in a much lower carbon footprint compared to manufacturing a new engine," explained Jussi Rinne, Director of Quality and Aftermarket.

In addition to remanufactured engines, Linnavuori also produces gas engine blocks and marine engines.

Please check with the organiser that the event you're thinking of attending is going ahead before planning your day, or travelling to the venue. In some cases you may have to book your ticket online before travelling. Neither *Classic Massey & Ferguson Enthusiast* magazine, nor Kelsey Publishing, takes any responsibility if the details provided here prove to be incorrect. If you have an upcoming event that you'd like included in this listing, then please email the details to the Editor at: **peterlove@madasafish.com**

8th November
BONFIRE PARTY
Organised by North Staffs and Cheshire Traction Engine Club
Klondyke Mill, Draycott
in the Clay DE6 5GZ
Email: web.nsctec@tiscali.co.uk
www.nsctec.co.uk
Opens: 7pm
Admission: TBC

8th-9th November
NEWARK VINTAGE TRACTOR & HERITAGE SHOW
Newark & Notts Showground,
Newark, Nottinghamshire
Tel: 01636 705796
Email: tractors@newarkshowground.com
www.newarkvintagetractorshow.com
Admission: TBA
Opens: Saturday 9am-5pm,
Sunday 9am-3.30pm

9th November
SRP BARNO TOY FAIR
Charmandean Centre, Forest
Road, Worthing BN14 9HS
Tel: 0773 9998012 / 0749 8912091
Email: srptoys1@hotmail.co.uk
www.srptoyfairs1.co.uk
Admission: Adult £2.50, Child Free
Opens: 9.45am-1.15pm

15th November
RESTON PLOUGHING ASSOCIATION
Coldstream Mains, Scottish
Borders TD12 4ES
Tel: 07855 053026
Email:
restonploughingassociation@gmail.com
www.ploughmen.co.uk

16th November
SRP BARNO TOY FAIR
Bromley High School, Blackbrook
Lane, Bromley, Kent BR1 2TW
Tel: 0773 9998012 / 0749 8912091
Email: srptoys1@hotmail.co.uk
www.srptoyfairs1.co.uk
Admission: Adult £2.50, Child Free
Opens: 9.45am-1.15pm

16th November
'NORMOUS NEWARK AUTOJUMBLE
Newark Showground,
Nottinghamshire NG24 2NY
Tel: 01507 529529
Email: emailqueries@mortons.co.uk
www.autojumble.info
Admission: Early bird (from 8am)
£10, Standard (from 10am)
£7 per person (U16s free)
Advance: Early bird (from 8am)
£9, Standard (from 10am)
£6 per person (U16s free)
Opens: Early bird 8am.
General 10am

16th November
POTTERS BAR TOY & TRAIN FAIR
Elm Court Youth & Community
Centre, Mutton Lane, Potters
Bar, Herts EN6 3BP
Tel: 07866 641215
Email: joseph.lock105@btinternet.com
Admission: £2
Opens: 10am-2pm

23rd November
SRP BARNO TOY FAIR
The Grange, Bepton Road,
Midhurst, West Sussex GU29 9HG
Tel: 0773 9998012 / 0749 8912091
Email: srptoys1@hotmail.co.uk
www.srptoyfairs1.co.uk
Admission: Adult £2.50, Child Free
Opens: 9.45am-1.15pm

23rd November
ANNUAL COLLECTORS' FAIR
Aldridge Transport Museum,
Shenstone Drive, Northgate,
Aldridge WS9 8TP
Tel: 01922 454761
Email: info@amrtm.org
www.amrtm.org
Admission: Adults £4, Child
(5-16) £2, Family ticket (2
adults, 2-3 children) £11
Opens: 10am-3pm

29th November
LINCOLN AUTOJUMBLE
Hemswell Cliff, Gainsborough
DN21 5TJ
Tel: 07720 950920
Email: info@lincolnautojumble.com
www.lincolnautojumble.com
Admission: free, parking £2
Opens: 6.30am-12.30pm

30th November
SRP BARNO TOY FAIR
Homewood School, Ashford Road,
Tenterden, Kent TN30 6LT
Tel: 0773 9998012 / 0749 8912091
Email: srptoys1@hotmail.co.uk
www.srptoyfairs1.co.uk
Admission: Adult £2.50, Child Free
Opens: 9.45am-1.15pm

30th November
SHERWOOD FOREST PLOUGHING MATCH
Nottinghamshire
Tel: 07581 009507
Email: benvincent617@yahoo.co.uk
www.sherwoodforestploughing.co.uk

30th November
CHRISTMAS FAYRE
Combe Mill, Blenheim
Palace Sawmills, Combe,
Oxfordshire OX29 8ET
Tel: 01993 358 694
Email: events@combemill.org
www.combemill.co.uk
Admission: Adults £5,
Concs £4, U16s Free
Opens: 10.30am-4.30pm

4th December
THEYDON BOIS TOY & TRAIN FAIR
Theydon Bois Village Hall,
Coppice Row, Theydon Bois,
Near Epping, Essex CM16 7ER
Tel: 07866 641215
Email: joseph.lock105@btinternet.com
Admission: £1
Opens: 7.00pm-9.00pm

6th December
MAIDSTONE VINTAGE TOY FAIR MARKET
Lockmeadow Car Park, Baker
Street, Maidstone, Kent ME16 8LW
Tel: 01732 840787
www.maidstonevintagetoyfair.co.uk
Admission: £3.
Opens: 9am-3pm

26th December
HORSHAM ROAD RUN
Lunchtime - The Lion Inn, Slingfold,
Horsham, Sussex RH13 0RR
Afternoon - Carfax, Horsham,
West Sussex RH12 1ER

26th December
SIX BELLS ROAD RUN
Starts - Holms Hill Farm, Cross In
Hand, Heathfield,
East Sussex TN21 0NE
Finish - Six Bells Inn, Chiddingly,
East Sussex BN8 6HT

26th December
LARLING ANGEL CHARITY ROAD RUN
Larling Angel, Sallow Lane,
Larling, Norwich NR16 2QU
Tel: 01953 717963
Email: info@angel-larling.co.uk

1st January
NEW YEAR'S DAY VINTAGE VEHICLE
Stony Stratford Market
Square MK11 1BE
Email: info@vintagestony.co.uk

1st January
STEC NEW YEAR'S DAY ROAD RUN
Starts: Sedgemoor Auction
Centre, Bridgwater, Somerset
Tel: 01761 470867
Email: contact@somersettractionengineclub.com
www.somersettractionengineclub.com

31st January - 1st February
THE SOMERSET VINTAGE & CLASSIC TRACTOR SHOW
Royal Bath & West Showground,
Shepton Mallet, Somerset BA4 6QN
Tel: 07976 535762
Email: somersettractorshow@gmail.com
www.somersettractorshow.com

21st-22nd February
TRACTOR WORLD
Three Counties Showground,
Malvern WR13 6NW
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Dear Editor

100 SERIES TRACTORS

I wish to comment on Bob Moorman's article regarding the MF 100 series tractors in the April/May issue of the magazine, as there are a number of items I would like to correct.

The original MF 100 series tractors (excluding the French-built MF 130), were all available, shortly after their introduction, with the Stan Hockey designed, Duple built fibreglass cab.

I'm not aware of that on the North American side of things; the roll over cab protection was actually a requirement for the range from its inception. Like the UK Duple cab, the North American market had a number of third party suppliers who could offer very basic weather protection. This was in the form of canvas screens, which came about two thirds of the way up the vehicle, but still allowed the operator to see over the top of the front panel – very much a Heath Robinson affair.

Various after market supplied cabs did not incorporate any form of roll over protection, and neither did MF's own factory-fitted fully enclosed units. This situation would be remedied with the introduction of the MF 1005 series, introduced 'Stateside' in 1973. The cabs incorporated an OSHA Approved Roll Over Protective Structure (ROPS); essentially a roll bar incorporated into the cab rear pillars.

Where UK legislation was concerned, safety frames would become mandatory from around early to mid-1970 onwards. In anticipation of those requirements, MF introduced modified gearbox castings, which now incorporated mounting bosses at the lower front quadrant, each side, where the front pillars of the safety frame were to be attached. The same legislation effectively meant the demise of the former Duple fibreglass units, which were designed for weather protection only, and offered no roll over protection whatsoever. An obvious misprint is the 1000 series being produced at Banner Lane between 1965 and 1979. All MF 1000/1005 series tractors were built at the US Detroit factory, on Southtown Road.

The MF 1080 tractor was not introduced in 1967 – it was originally introduced in 1969, first in the US, then shortly thereafter in Beauvais. The original US-produced MF 1080 was unusual in that it sported the same rear axle trumpets as the MF 165/175/180 tractors, but its outboard reduction units were approximately one inch larger in diameter than the other tractors in the range, to give a larger step down ratio, and hence increased torque directly at the axle ends. This was due to the fact that it was fitted with 38in tyres and so that effectively constituted a longer mechanical lever to be overcome. Later versions then went to the square trumpets, but still incorporating those very hit-and-miss dry brakes.

The French equivalent model utilised newly developed heavy duty, square trumpets, which were approximately one inch longer than the standard single linkage attachment lug versions. The heavy-duty version featured two-hole lugs on the underside, and the casting had a thicker wall section throughout.

The reason for the double lug on these axles was so that various tyre sizes could be fitted. When 38in tyres were used, the tractor obviously sat higher off the ground, and so the lower link would need to be placed in the lower hole of the attachment lug, in order to maintain correct linkage geometry for a Category II setup. Again the brakes were initially dry units, but were soon replaced with the much superior wet Girling brakes in 1973.

As an aside, the French-produced MF 1080 was the first tractor to be made available to the UK market with an alternator, instead of a dynamo, which all of the MF 100s featured. The MF 500 series superceded the MF 100 series in mid-1976, using the tagline, 'The Thoroughbreds' in promotional literature and advertisements.

The MF 595, which replaced the troublesome MF 1080 (engine head gasket issues mainly), was displayed at the 1974 Smithfield Show held in December, and was basically the same as the 1080, but now fitted with a six-inch transmission spacer as standard. This allowed the fitment of an easily accessible monocoque-type cab, and it will be noted that the bonnet design was much simplified to offset the increased cost of producing such a cab type.

Smithfield Show in December 1975, saw the introduction of the four-wheel drive version of this tractor, where a slightly modified six-inch transmission spacer acted as the drive take off point to the front axle and the wheelbase of the tractor, on both versions, remained at 103.5in.

As mentioned in Neville's letter, the French-made MF 1080, seen at the South Cerney by Katerinia Belska.

MF Mk II 165 was not introduced in 1969 – it was on display at the 1967 Royal Smithfield Show, ready for sale in 1968. The new Perkins engine was derived from that fitted to the MF 175, but had a half-inch shorter stroke. Also, rather unusually, this particular engine was not fitted with a Lanchester balancer, unlike the larger capacity engines of the MF 168/175/178/185/188 tractors. It was probably deliberately omitted on grounds of cost, to keep the tractor competitively priced within its horsepower category.

Perkins also supplied the same engine, this time with the balancer fitted, to International Harvester (GB), for installation into their IH 475 tractor model. This engine replaced the IH D206 unit as fitted to the IH 474 tractor, as it was deemed to be a bit gutless in operation. Subjectively, the engine in the MF product was noisier and less smooth running than the unit supplied to IH.

I am somewhat mystified by the comment that there were minor changes to the bodywork – presumably meaning the bonnet in particular? The only real change from a metal work point of view was that from the end of August 1971, the MF 135 sported a taller front grille, thereby increasing the height of the bonnet line too, allowing for a larger capacity fuel tank to be fitted, 10.5 gallons versus the former 8.5 gallon capacity.

The other tractors remained largely unchanged. Staying with metal work, although the MF 100 series bonnets look identical on all models, two versions were actually used on the larger tractors: the

Seen by the editor on Sunday 17 August near Lansing, Michigan: an American Massey Ferguson 180.

What a line-up of American MFs on the MH-F Club's stand at the Half-Century of Farm Progress, Rantoul, Illinois on Friday 22 August.

Another rare MF is this American 180, seen at the Farm Progress Show.

Neville talks about the MF 130 in his letter; this is a restored vineyard example, seen on the MH-F stand at Rantoul.

Patrick Ryan from Williamstown, Kentucky: seen with his MF 178 and 148 at the Half Century of Farm Progress.

MF 135/148s used a shorter, but parallel bonnet, whilst the larger tractors' bonnets tapered from front grille to dashboard.

MF 175/178/188 tractors used a bonnet that was 2.5in longer than bonnets used on MF 165/168/185 tractors.

Whilst the flat topped fenders replaced the original shell-type fenders on the MF 135, shortly after its introduction, to enable fitment of the Duple fibreglass cab, the original swept back front axle was not replaced with the subsequent straight front axle until October 1969, not 1966 as stated in the article. The MF 165 tractor (Mk III) was finally made available with the standard duty square rear axle trumpets, incorporating five plates (per side) oil cooled Girling brakes from the beginning of August 1971.

It should, however, be noted that the Royal Show of June 1971 saw the introduction of the new MF 185 tractor, making it the first Banner Lane-produced tractor available with these units. Indeed, so successful were they, that they were rolled out to all other subsequent models, MF 135/148 tractors excluded.

The MF 178 tractor succeeded the former MF 175 tractor in 1968, having been first displayed at the Royal Smithfield Show in December 1967. The new A4 248 engine put out 72.5hp.

The introduction of the MF 185 tractor in June 1971 effectively replaced the MF 178, which itself had been subject to a number of upgrades from July 1970 onward, which all found their way onto the subsequent MF 185.

Chief differences were that the new tractor had the square rear axle trumpets incorporating oil cooled brakes, whilst its predecessor still retained the old-style round trumpet housings, which had the dry double brake disc arrangement. Whilst still utilising the same A4 248 engine as the former tractor, power was increased slightly, to 75hp. Another difference was that the new tractor had a shorter wheelbase than its former stablemate, at 81.5in versus the former product at 84in.

The MF 185 also sported the short version of the tapered bonnet, whilst the MF 178 used the longer version. The MF 185 also used the same front tombstone as the MF 165, and was directly attached to the front of the engine. The original MF 178 initially used the same tombstone as the MF 175, which itself was a beefed up and a longer version of that used on the MF 65 tractor. Going back further, this model owed its parentage to the US-produced Ferguson 40 tractor, from which it also adopted its sheet metal styling, with subtle changes for British production methods, to save material.

Later models of the MF 178 used the same tombstone as the MF 165, but with the addition of 2.5in intermediate spacer blocks between the rear face of the tombstone and the front of the engine. This was a very simple adaption to enable the longer bonnet to continue to be used without any other major changes being required. This same feature can be seen on the MF 188 tractor, which also sported the longer bonnet version.

The MF 500 series, which superseded the MF 100 series, was the first Banner Lane-built tractor range to have alternators fitted as standard across the range. Four-wheel drive versions of the MF 575/590/595 were all sourced from Beauvais, in France.

One of my brothers was a former MF fitter and was of the opinion that the MF 500 series was a bit of a letdown, performance wise, as there were so many intermediate power sapping items, such as power steering, air con, independent PTO and auxiliary pumps fitted, versus a more basic spec machine. No such thing as a free lunch, as they say!

For the record, my sources of information are both Banner Lane and Detroit sourced original product newsletters, product information booklets, promotional literature, operators' hand books, genuine MF parts books, and conversations with former MF fitters, both in Ireland and England, who would have been working on the tractor ranges debated herein.

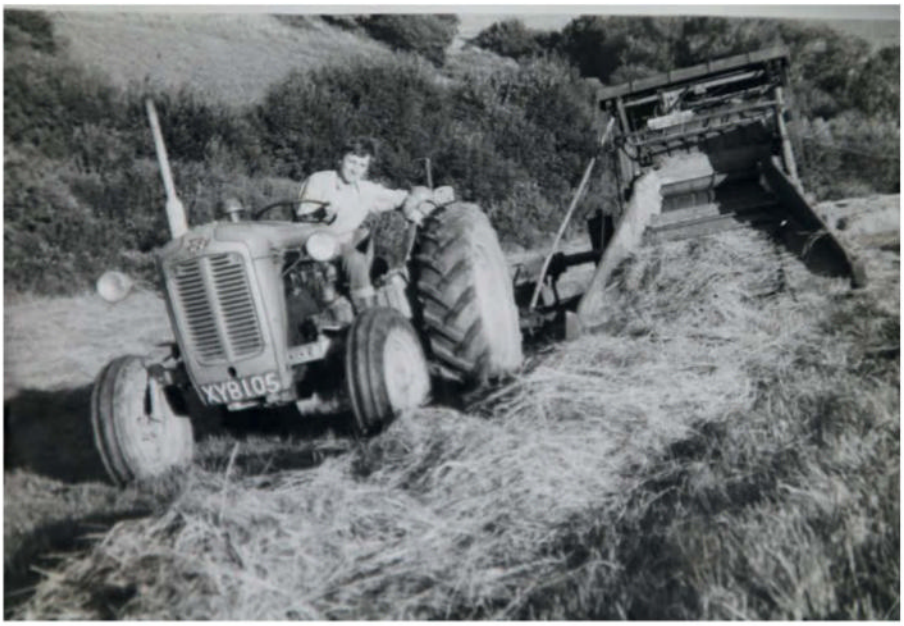
Furthermore, US derived information comprised all of the above, plus forum conversations with MF fitters and factory personnel from the Detroit facility, who again would have worked on repairing these machines at various dealerships and actual manufacture of the tractors within the Southfield Plant itself.

Finally, it would be rather remiss of me not to mention two MF people in particular, who have been very influential in my gaining the knowledge about Banner Lane products – David Walker, now sadly deceased after a long battle with cancer, and John Kirkham, who is thankfully still with us. John, in particular, is like a human computer where all things MF are concerned and can still recall myriad part numbers and related items, just off the top of his head.

That's real dedication for you!
Neville Barbour

BACK IN THE FAMILY

Joseph Lewis discovers a Ferguson FE 35 diesel gem at the West Somerset Railway Association Steam and Vintage Rally, held at Norton Fitzwarren, near Taunton in August.

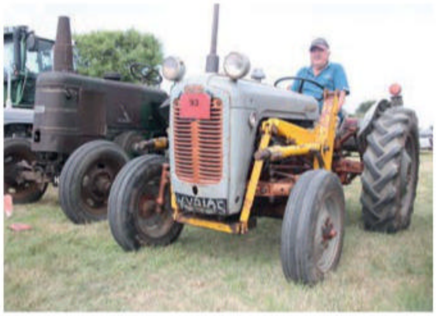


Paul Sawatzki baling hay with the FE 35 at Roadwater, near Williton with the Allis Chalmers Roto-Baler, which came from Brymore Academy, near Bridgewater.

Vintage tractor section marshals, Martin and Tara King presided over around 100 entries. One of the highlights with a wonderful background history was the 1956 Ferguson FE 35 owned by Paul Sawatzki.

Serial number SDM 6006 was supplied new by Gliddons of Williton, Somerset. (The name Williton is Anglo-Saxon and means 'estate on the Willet'). The new owner of the tractor was none other than Sir Jeremy John Fortescue Boles, 3rd Baronet 1932–2014. He is known to have raced at Silverstone Castle Combe and Goodwood. In 1953 he campaigned the ex-Hawthorne Riley sports car and in 1954 with a Connaught A type Formula 2 car. In 1955 he retired from racing and concentrated on the estate and more.

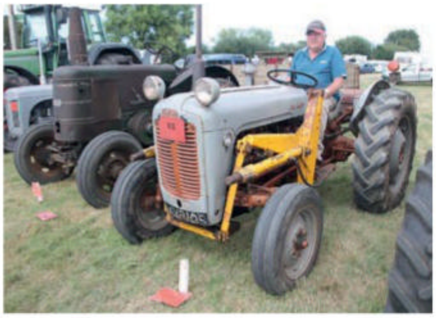
Paul's father bought the FE 35 from the estate auction in the 1960s and this became the main farm tractor. Helpfully, Paul suggested looking at a few photographs from the FE 35's working day. Intriguingly, one image included powering an Allis Chalmers Roto Baler, which came from Brymore Academy, near Bridgwater.



The MIL loader was fitted by the third owner, Ted Scott, replacing an MF loader.

The FE 35 was changed for a Massey Ferguson 35X in the 1970s and the FE 35 was sold at a Greenslade Taylor Hunt annual Walford Cross Sale. The well-known, South Somerset Agricultural Preservation Club member, Ted Scott bought the much-loved grey-and-gold from the Walford Sale. Paul's father had an MF loader on the FE 35, which he transferred to the MF 35X. The MIL loader on the FE 35 seen today was fitted by Ted.

Within the last five years, Paul was able to acquire the FE 35 from Ted Scott's family, thereby bringing the fondly remembered reliable FE 35 back into the family fold. ■



Paul Sawatzki with the 1956 Ferguson FE 35 No. SDM 6006, which was supplied new by Gliddons of Williton.

The current owner Paul Sawatzki aged 16, with the FE 35 outside their farmhouse at Roadwater.

1973 Massey Ferguson 188 4WT is another lovely tractor from Paul's collection.

A timeless rear trunk with registration number is a notable feature of the outfit.

JONATHAN WHITLAM

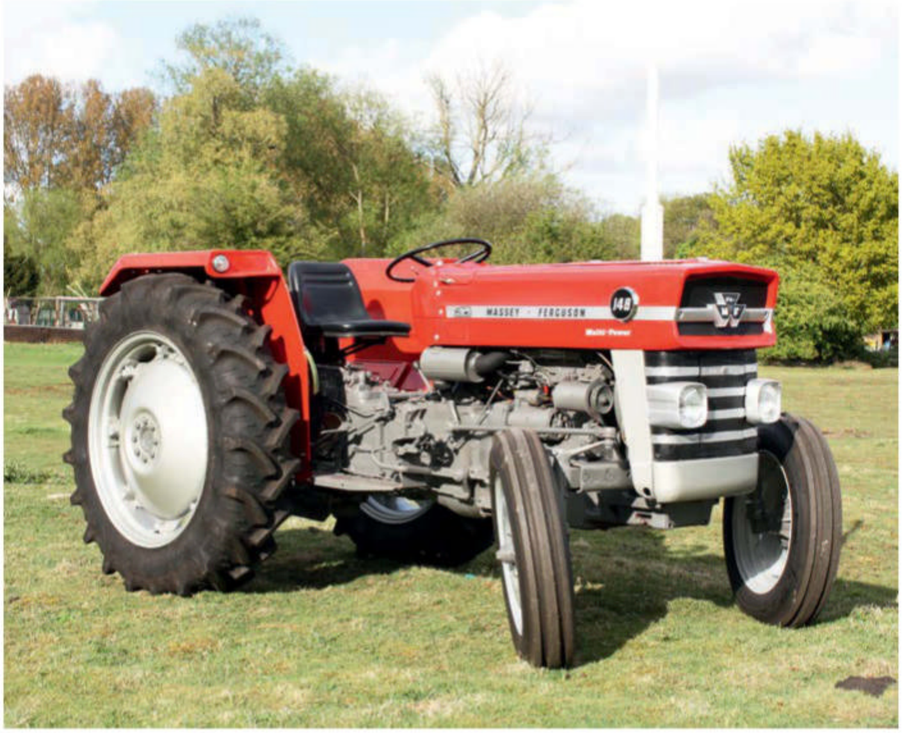
Despite the huge success of the 135, which continued until it was finally deleted from the British price lists in 1979, its posh sister was never so popular. Even though the 148 came with a very enticing list of options and many features as standard, all this specification came at a cost and made the 148 much more expensive than its illustrious stablemate, and for a few more pounds you could have a 165.

THE ROLLS-ROYCE 148

The 135 was already based on an icon when it replaced the well-loved Massey Ferguson 35 in 1964. It went on to remain the most popular of the new Red Giants range right through the rest of the decade and the following – and it deserved it! With its reliable Perkins three-cylinder engine, lightweight option of Multi-Power transmission and excellent hydraulic system, it is easy to see why this little tractor was as successful as it was. Then, in 1971 it gained a sister model.

The new model was part of an expansion of the Red Giants line-up, with the ‘8-line’ luxury versions of the original models seeing the arrival of the 148, 168 and 188. The 148 was the one that was based on the 135 and, with its engine tweaked to produce 49hp instead of the 135’s then 47hp, it was not really seen as a more powerful version. Nevertheless the 148 was packed with features, including a new eight-speed transmission, as well as a longer wheelbase. As with the standard models the new machines were offered with two safety cab options using either flexible or rigid cladding on frames supplied by Sirocco, and it was only by looking at the bonnet decals with the model number that allowed the 135 and 148 to be told apart, unless closer examination revealed the longer wheelbase of the latter.

Despite the huge success of the 135, which continued until it was finally deleted from the British price lists in 1979, its new posh sister was never so popular. Even though the 148 came with a very enticing list of options and many features as standard, all this specification came at a cost and made the 148 much more expensive than its illustrious stablemate and, in fact, resulted in a full specification 148 almost costing as much as a basic specification version of the more powerful four-cylinder 165. The result was that many farmers decided to put economy ahead of luxury and went for the more basic, but more powerful, larger model.



It looks like the 135 – it has the same main decals, the same bonnet, the same front grille, and the same colour scheme – but it is not the 135, it is the less popular 148. With a little more power, an eight-speed transmission, and other features as standard, plus a longer wheelbase and 12-speed Multi-Power as an option, its higher specification was its main let down because it cost nearly as much as a basic 165, which had more power and was a more capable machine.

The eight-speed transmission was standard and therefore an improvement over the 135 six-speed box, but Multi-Power was still an extra cost option, giving 12 speeds but adding to the purchase cost of the 148 compared with the 135, exacerbating the costliness of the posher machine.

So, despite all its benefits, the 148 was destined to be something of a side note in the history of the Massey Ferguson tractor line and, unlike the 135, which seems to have infiltrated just about every British farm, the 148 is a much harder machine to find. It did sell in reasonably large numbers, but never came close to matching the 135, which has gone on to become one of the best known and well liked of all tractors, let alone Massey Ferguson ones. In many ways this is a great shame because there is no doubt that the 148 was, and is, an excellent tractor, with all the benefits of the 135, but with a lot more added on top. Luckily a lot of 148 tractors have been preserved within the hobby, not anywhere near as many as the ubiquitous 135, but enough to make sure that this superb little tractor is not forgotten – even if it will always be overshadowed by its more famous sister.

So, what do you think? Was the 148 a better tractor than the 135 or was it always hampered by its extra cost? Do you own one or have you worked with one? We would love to hear your thoughts via the Editor.

IN THIS ISSUE WE ARE TAKING IN THE BROYLE COUNTY SHOW, EAST SUSSEX IN LATE JUNE BEFORE TRAVELLING TO THE KENT COUNTY SHOW, DETLING AT THE END OF JULY. WE THEN TRAVELLED TO THE NETLEY MARSH STEAM & COUNTY SHOW, HAMPSHIRE, AND THE FOLLOWING DAY WE WERE AT THE WELLAND STEAM & COUNTY SHOW, WORCESTERSHIRE. INTO AUGUST AND WE VISITED THE WEST SOMERSET RAILWAY TRANSPORT SHOW, MOVING ON A WEEK AND WE WERE AT THE HUGE RURAL PAST TIMES SHOW NEAR RYE, KENT AND THEN YESTERDAY'S FARMING IN SOMERSET. OVER THE AUGUST BANK HOLIDAY WE WERE AT ONSLOW PARK, SHROPSHIRE FOR THE SOLD OUT SHOW THERE, AS WELL AS THE EXCELLENT AND SUCCESSFUL BELVOIR CASTLE. THIS ISSUE'S CONTRIBUTORS ARE: JOSEPH LEWIS, DAVID REED, KATERINIA BELSKA, JOHN GEE, JAMES HAMILTON AND THE EDITOR.

THE BROYLE COUNTY SHOW

Held over 28–29 June The Broyle County Show near Ringmer, East Sussex has grown up in recent years, thanks to Darren and his team, and has become an event that is well worth attending and enjoying. SEVAC (South Eastern Vintage Agricultural Club) looked after the tractor section and the Tompsetts staged an excellent line of Ferguson and Massey Ferguson tractors, which all added up to make this an excellent show to exhibit at and attend in the future.

All styles and types were seen at The Broyle Show.

The MF 188 Multi-Power was a good looking tractor with plenty of weight at the front.

Parading at the Broyle was the MF 3065 with 865 loader.

The interesting sun cabbed 1975 Massey Ferguson 165 had a number of extras attached to it.

The Massey Ferguson 35 narrow was all part of the show at the Broyle.

KENT COUNTY SHOW

The Kent County Show is a major traditional show that has been going 101 years and this year it took place on 4–6 July. The weather stayed good, but just as everyone packed up on Sunday at 4pm, the heavens opened.

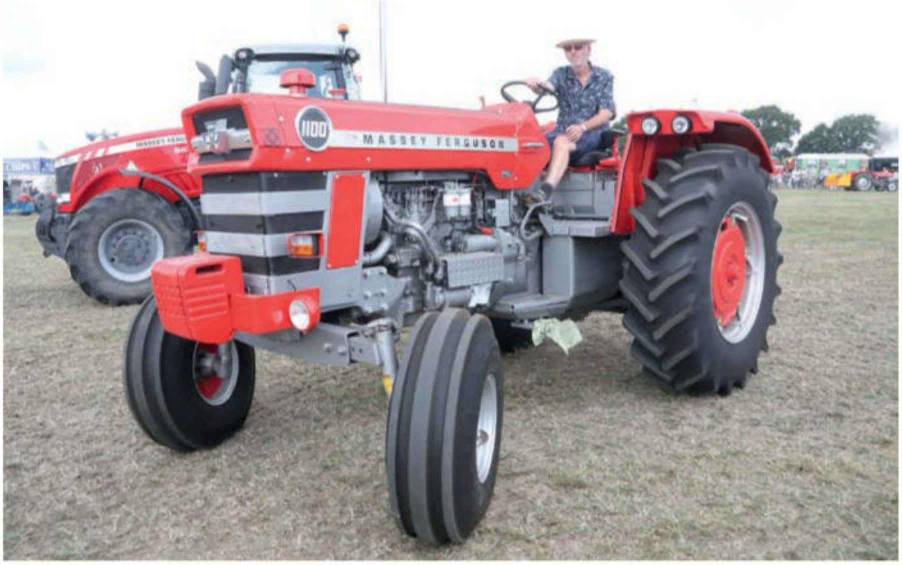
Unfortunately, the tractor section is gradually getting smaller, but the event makes a great occasion to exhibit your tractor. It has two daily tractor parades to power up your steed and take it for a spin around the Heritage section ring.

Attending from Hampshire were these well restored and award winning four-wheel drive 148 and 100 family machines.

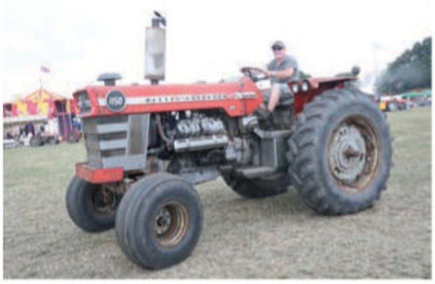
Looking original was the 1943 Ford Ferguson 2N on the Land Army Girls stand.

NETLEY MARSH

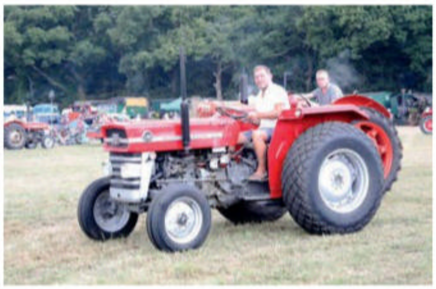
A warm welcome was given to all punters and exhibitors at the Netley Marsh Steam and Craft Show near Southampton, Hampshire on 15–27 July. This is a traditional show that has been going for decades and is well known for its famous evening concerts. The show became down in the dumps earlier this century, but these days its back in the top league. James Healey was looking after his various tractor sections, made up of 125 tractors. There was also a good line up of family machines here. Many were parading while we were at the show on the Friday, held in overcast weather conditions and with over 40 members of the family here. If you have never been here before it's well worth making the effort. It has much to see and do, besides a fine market with good tool stands.



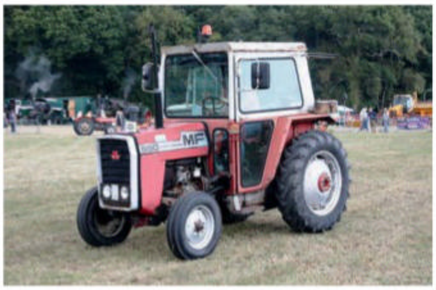
David Ruis from Netley Marsh with his Massey Ferguson 1100, which has won many awards at shows.



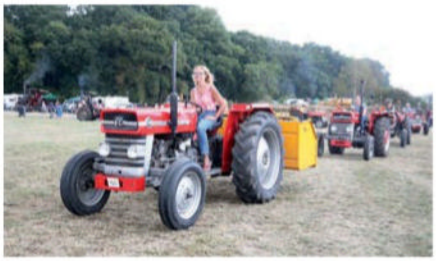
Another from the David Ruis fleet, the original Massey Ferguson 1150.



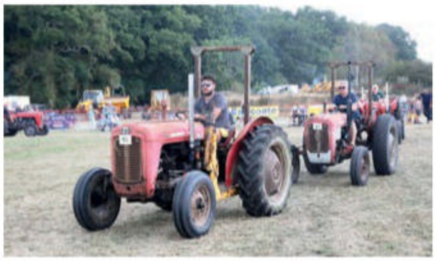
Great to see the fine MF 135, with the grass tyres on the back.



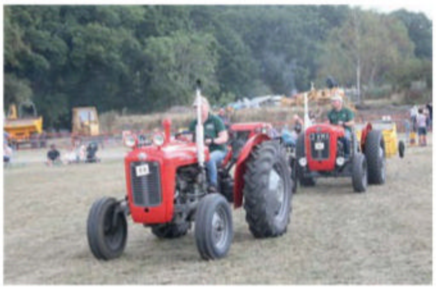
Jaymie Devereux from Stockbridge uses his 550 in a livery yard.



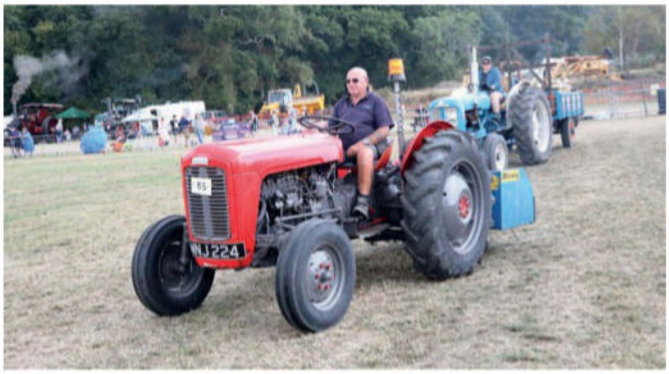
Claire House of Bransgore with her 1973 135, which spent its life in Norfolk, before being restored by her late husband.



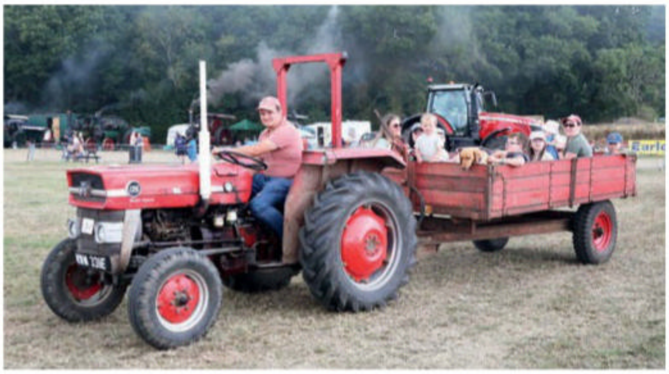
Kieran Thamas of Bedchester, Dorset with his ex-scraper 1964 MF 35X, with loader arms. The 1963 example behind comes from the same stable.



Vanessa Truelove's 1961 MF 35, which was restored by the previous owner in 2013 and is holding up well.



David Granger of Stubbington with his 1958 MF 35 23c diesel.

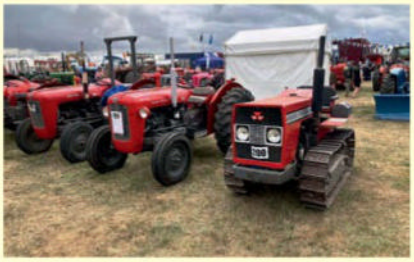


Michael Webb's 1966 Massey Ferguson 135, which worked in Yorkshire.

WELLAND STEAM & COUNTRY SHOW

Possibly the biggest rally in the UK these days, is the three-day Welland event near Ledbury, Worcestershire, held over the last weekend in July. As always it was full of so much, including much black smoke! Underneath the smog was the fine tractor section with a good line of family tractors here as usual.

There was so much going on at Welland, as usual, with a good family line up.



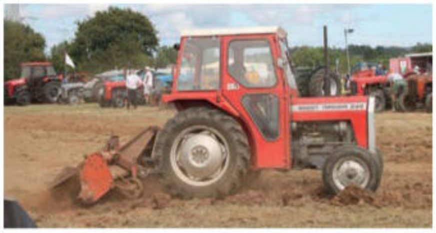
Great to see the Italian derived MF crawler here at Welland.

WEST SOMERSET RAILWAY VINTAGE

There was family interest at the West Somerset Railway Association Steam and Vintage Rally, near Norton Fitzwarren, Taunton held on 2–3 August.

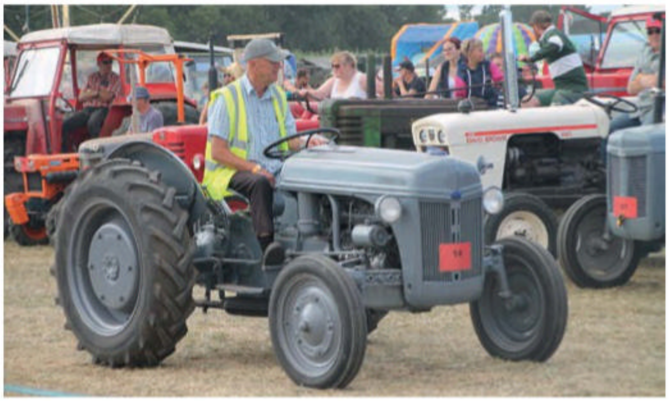
A variety of Ferguson and Massey Ferguson entries were available in the tractor section looked after by marshals Martin and Tara King, and by David Chidley and family in the working section. One of the stars of the static tractors was a 1946 Ford Ferguson 2N owned by the King family. This tractor came into the family about four years ago, more by chance. Martin King's granddad and father went to a farm at Wheddon Cross to look at a Fordson E1A Major. This was in a really bad state and was certainly not something they were going to buy, but next to it in the shed was the Ford Ferguson 2N. They asked if the tractor was for sale as they had fallen in love with it. Before they knew it the deal was done, which saw a trip back there the following weekend to collect the tractor.

The 2N has a replacement governor, which came from the USA, and also the wings, followed by a respray. They are also very proud to say there are four generations of family involved in their 11 tractors. Another noted model was a 1968 Massey Ferguson 135 narrow, owned by Derek Branfield. In the Working Section was the 1979 Massey Ferguson 240 and Kuhn rotovator of Michael Hooper and a pair of Massey Ferguson FE 35s petrol/paraffin models.

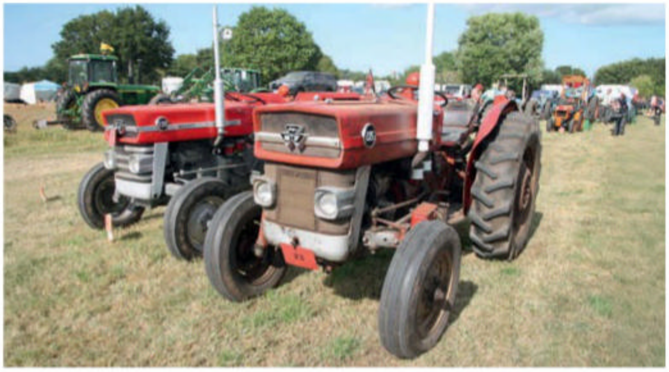


Michael Hooper enjoying the Working Section, with his 1979 Massey Ferguson 240 and rotovator.

Tractors are seen parading at the West Somerset event.



Martin King with the 1946 Ford Ferguson 2N that looked a treat.



A notable comparison with a standard MF 135 and the 135 narrow supplied by S. Luckes and Son and owned by Derek Branfield.

RURAL TIMES PAST

Held near Horns Cross, Rye on the East Sussex, Kent border the Rural Times Past started out as the Step Back In Time decades ago, which eventually faded away, but thanks to Jon Playfoot and his the hard working friend Trevor and others a new site was found and the rest is history, as they say. Held over 9–10 August the show is very much a fine

Great to see the local Massey-Harris 44 doing the business.

Besides the working section there is a parade ring at Rural Times Past.

It's good to see the period roll bar on the Ferguson TE-F here.

This tractor obviously takes part in many parades, with its poppy and British flags flying.

A bitsa MF 135 looks great fun, with those front weights to keep it down.

country event, including a good working section. People support this event in more ways than one and £20,000 was given away from the event to local charities on Saturday 27 September.

Even though the weather has been dry the soil was surprisingly not rock hard and better than recent years. Ferguson and MFs were seen plying the land, as were Massey-Harris working the binder. This is another show you need to attend and, as an extra bonus, there is excellent entertainment on the Friday and Saturday evenings of the show.

YESTERDAY'S FARMING FEATURING PERCY WINSOR

The 2025 Yesterday's Farming working rally was held at Leaze Farm, Haselbury Plucknett near Crewkerne, Somerset on 16–17 August courtesy of the Baker family. Around 320 tractors were on display, plus the working area with haymaking, baling and combine harvesting.

The theme tractor this year was Ferguson and the Ferguson System, with a special Percy Winsor Ltd display. Percy Winsor were Ferguson and Massey Ferguson tractor agents in Vicarage Street, Yeovil up to 1966, after which they became part of South Western Farmers Ltd and moved to Crewkerne. Around a dozen tractors that Percy Windsor had supplied were on display, including a Massey Harris manure

'Best Ferguson Exhibit' went to Andy Blackwell from South Petherton with his 1952 Ferguson TE-D with the latest Massey Ferguson 9S of C & O Tractors behind.

PERCY WINSOR LTD
Zachary Anderson caught Brian Hook, the former Percy Winsor salesman, at the show.

A notable pairing of 1950 Ferguson TE-D and 1993 Massey Ferguson 3095.

Working well was the Ferguson FE 35 grey and gold with Welger baler.

PERCY WINSOR LTD
Ferguson MAIN DISTRIBUTORS
The original Percy Winsor Ltd sign from Vicarage Street, Yeovil.

Bryan Stenson enjoyed operating Dennis Burston's Massey Ferguson 520 combine harvester.

The Massey Ferguson 'baby' 735 combine worked well with the crop.

The 1965 Massey Ferguson 31 worked well here.

Where do you go to see two MF 31s working in one field?

spreader owned by the Lee family from Shepton Mallet.

The display was also accompanied by a selection of reproduced images showing the Percy Winsor Ltd building and workshops in Vicarage Street and displays at Yeovil agricultural shows, including a selection from the South Somerset Heritage Collection, managed by Yeovil Town Council.

Brian Hook the renowned former salesman for Percy Winsor Ltd, who had originally delivered most of the tractors on display, also graced the Saturday of the rally; many exhibitors and visitors enjoyed seeing him again. Brian had also supplied the original Percy Winsor Ltd sign for the display.

The Best Ferguson Prize was awarded to Andy Blackwell from South Petherton and his 1952 Ferguson TE-D No. 249607, which was supplied by Percy Winsor Ltd. It came from Hinton St George and featured a patented hand brake. The James family exhibited their Ferguson TE-F fitted with a Howard reduction box. The present was very much alongside the past with two of the latest Massey Ferguson tractors courtesy of C & O Tractors. Gratitude to South Somerset Agricultural Preservation Club (SSAPC).

BELVOIR GREAT SUCCESS

The big news of 2025 on the rally scene was the success of the Belvoir Castle Steam and Vehicle Show, Rutland held over 23–25 August. The crowds came and so did the exhibits, making this a new adventure on a site that others have tried their hand at before; an overwhelming success at this well advertised event.

Perhaps the tractor section could have been larger compared to the large steam and other sections, but people were hedging their bets. The evening entertainment on Friday through to Sunday was excellent and enjoyed by many who had come for the full weekend. We are pleased for the organisers' success, as they put in quite a lot of money to make sure it all worked and it did! Here's to next year, which will certainly be even bigger.

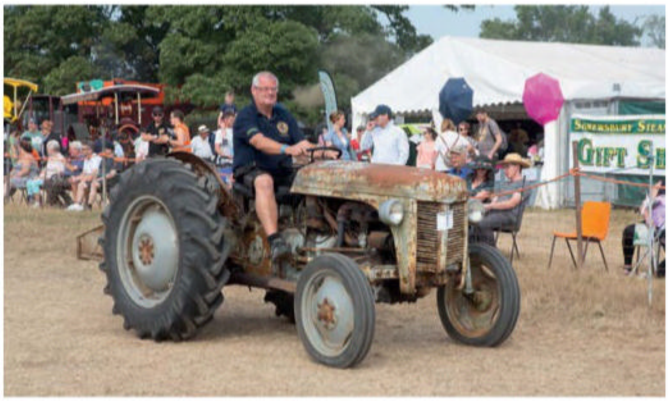
Just some of the MF line-up at the Belvoir Castle event, which was such a success.

MF TRACTORS SHINE AT SHREWSBURY

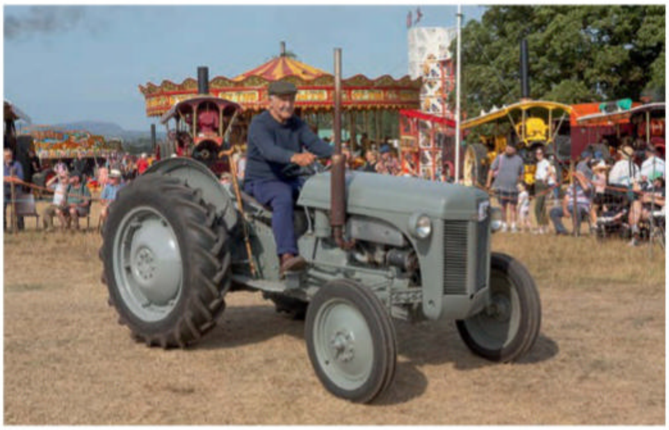
There was a great selection of Ferguson and Massey Ferguson tractors on display at this year's Shrewsbury Steam Rally at Onslow Park, Shropshire held over 24–25 August.

The Shrewsbury Steam Rally is renowned for the steam engines that it attracts, but also on display are commercials, cars, motorbikes, stationary engines and of course tractors, many of which carried the red and grey Massey Ferguson livery. As would be expected, there were some club stands on site, with The Ferguson Club displaying a couple of older Ferguson tractors. First up was a 1937 Ferguson Brown Type A that was owned by Peter Smith and Julie Browning of Wilmslow in Cheshire. This tractor has had what is called a 'chequered history,' being found as a box of bits before it was restored by Peter. It was in great condition at the show, as it had been painted just before the Onslow Park event.

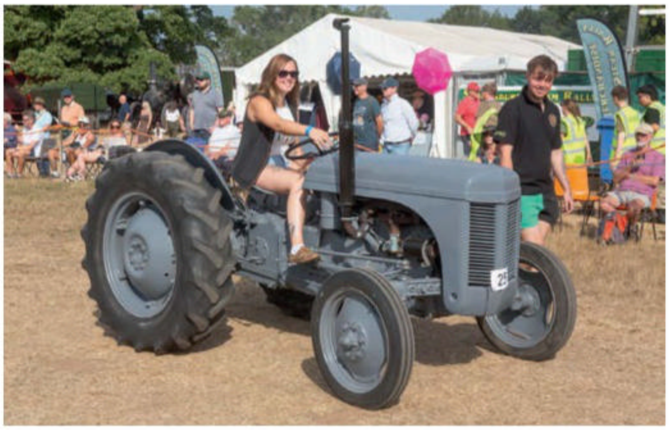
Then came George Stephens' 1941 Ford Ferguson 9N petrol/paraffin Lend



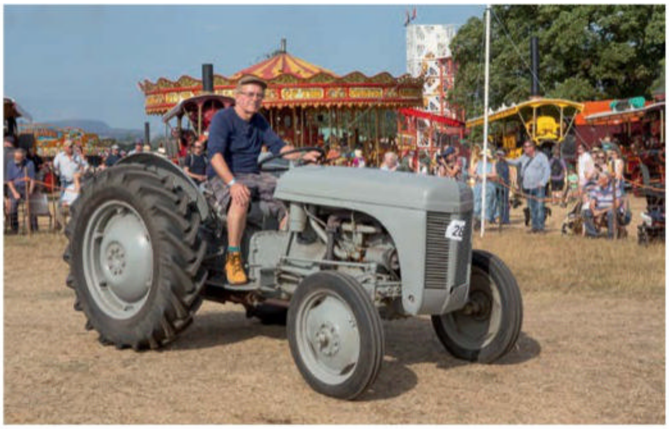
Seen in working condition this 1948 Ferguson TE-A 20. It spent all its life on a farm at Newport, passing to Ian Davies and Steff Wharton ten years ago.



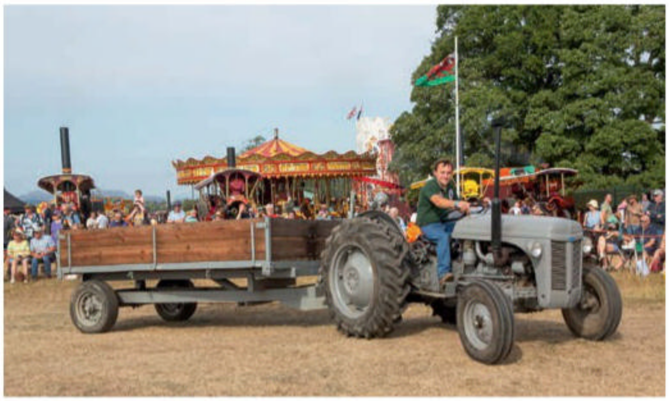
Looking the part in the ring was this 1948 Ferguson T20 that had been entered by G. Caldicot of Market Drayton.



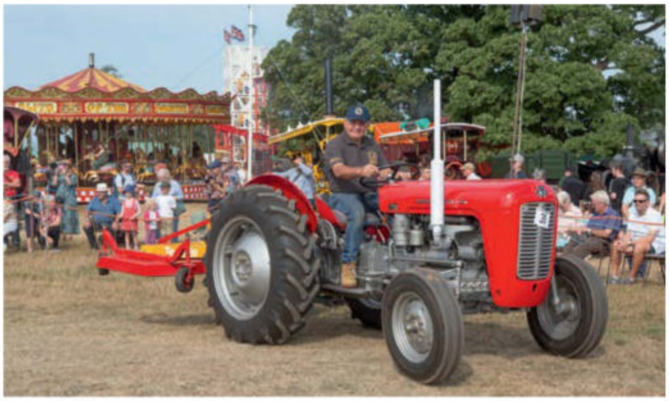
Kyle Morgan's 1952 Ferguson TE-D 20 was actually being driven around the ring by Meg Chesters. The tractor was found in a rough state on a farm near Ludlow in Shropshire with restoration following.



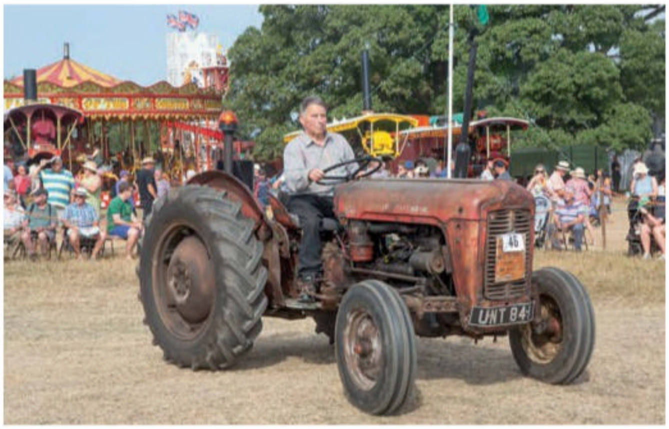
In good workmanlike condition, this 1953 Ferguson TE-A that had been entered by D. Morris of Shrewsbury was seen parading around the ring.



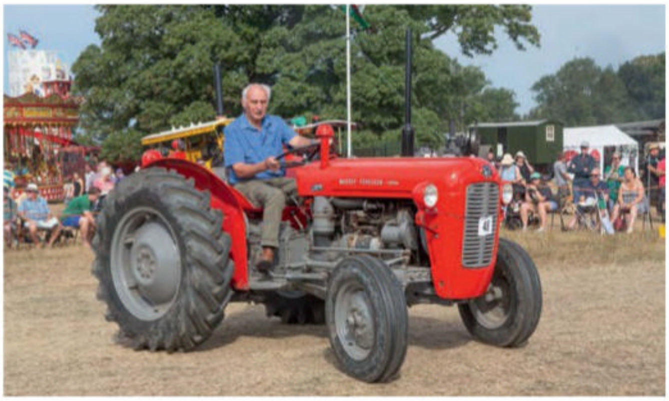
No history is known about Steve Llewellyn's 1956 Ferguson TE-F 20 that was found in Newport, Shropshire. It is seen pulling a trailer that Steve found and rebuilt.



This 1957 Massey Ferguson 4-cylinder 35 worked on a dairy farm at Hodnet, but was left in a shed when the engine unfortunately blew, later being found in pieces by John Roberts.



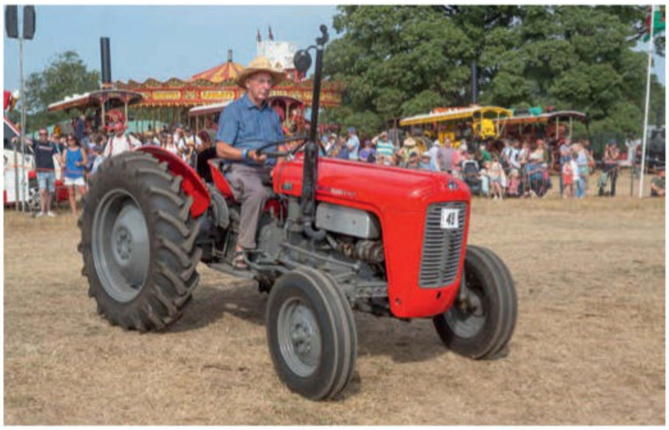
Retaining its working look, this 1960 Massey Ferguson 35 was a popular exhibit as it paraded around the ring.

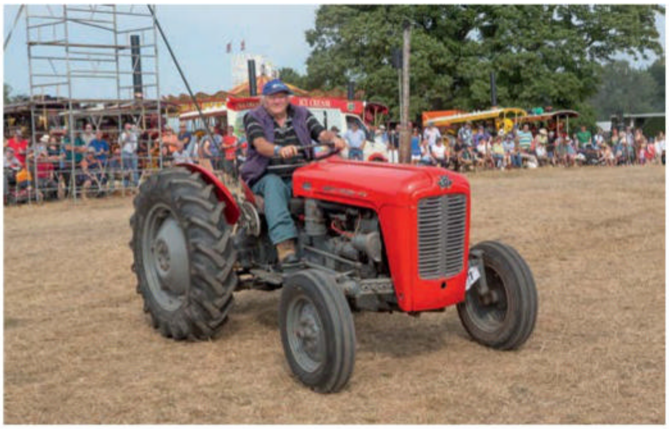


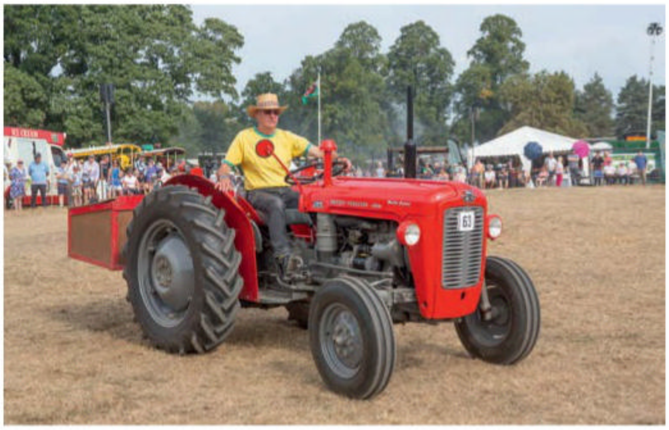
Seen in top condition parading around the ring was this 1960 Massey Ferguson 35 that had been entered by M. Chivers of Ludlow.

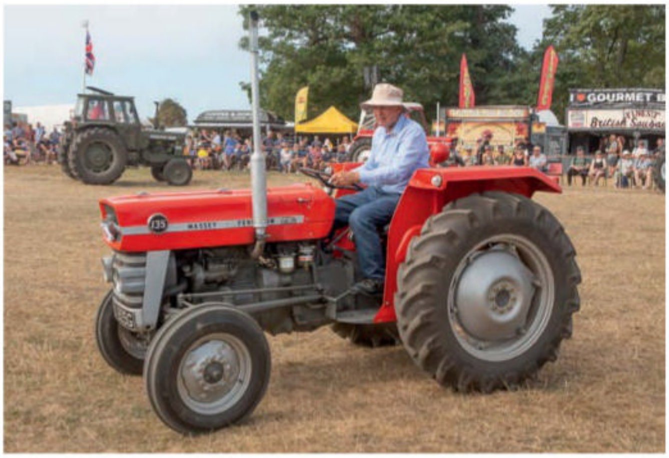
Lease tractor, that was fitted with a Ford plough, built by Sherman USA. It was used for ploughing on Long Mountain near Welshpool during World War II, passing through the hands of a few owners before it was bought by George in 1974. Also of interest was a c.1920s Ferguson Duplex plough, which was designed to be used by Fordson F tractors. Its time in England was limited though, with the plough heading to Ireland after the show.

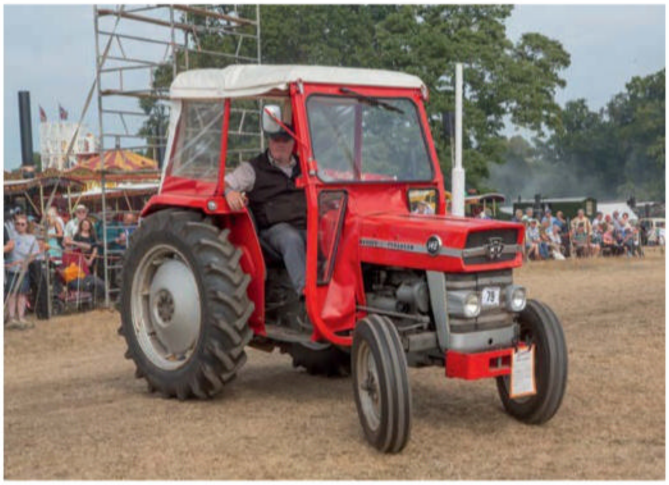
Moving to the display of tractors in the main field, there were several Ferguson and MF tractors that paraded around the ring in front of an expectant crowd. One of the oldest, and in original condition, was a 1948 Ferguson TE-A 20 that had spent all its life on a farm in Newport, passing to Ian Davies and Steff Wharton ten years ago, while from the same year came G. Caldicot's Ferguson T20, which was in restored condition. Meg Chesters was at the wheel of Kyle Morgan's 1952 Ferguson TE-D 20, which was found in a rough state on a farm at Bromyard near Ludlow, Shropshire. Restoration included

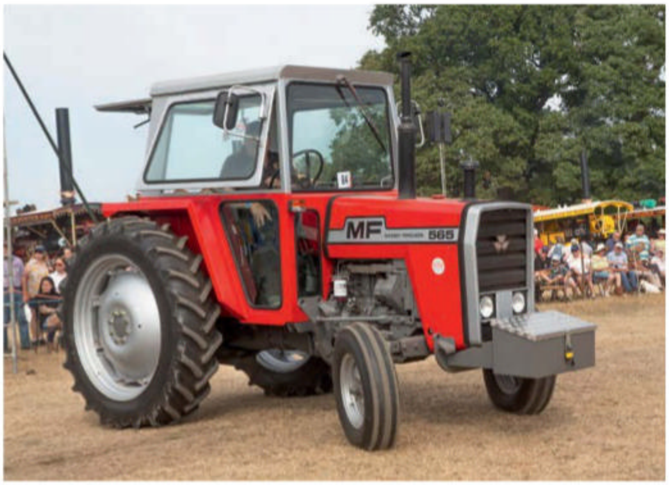

R. Morris had made the trip from Tarporley to Onslow Park with his fully restored 1960 Massey Ferguson 35.


John Brunt's 1963 Massey Ferguson 35 had been a demonstrator and worked in Herefordshire before restoration.


Andy Maaz could be seen with his 1963 Massey Ferguson 35X, which had been with M&B Power Farming Ltd of Dunnington near York, and worked in the North Yorkshire area.

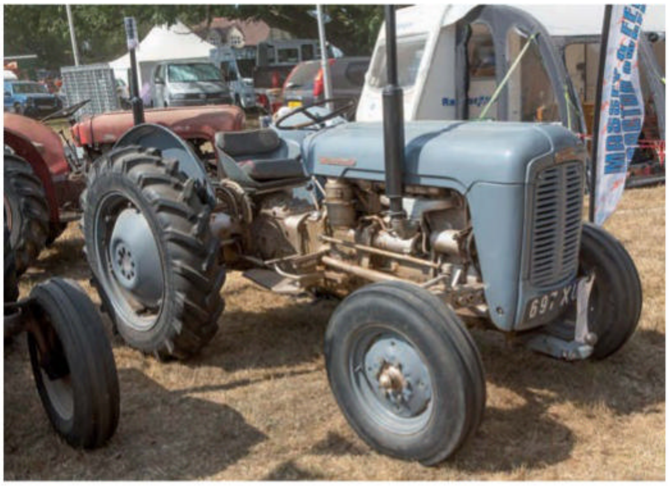

No early history is known about John Cooke's 1969 Massey Ferguson 135, which was restored by a family friend. "It still does some mowing," John said.


In great shape John Delahay's 1974 Massey Ferguson 148 was new to cider makers H. P. Bulmer Ltd of Hereford to work in the orchards.

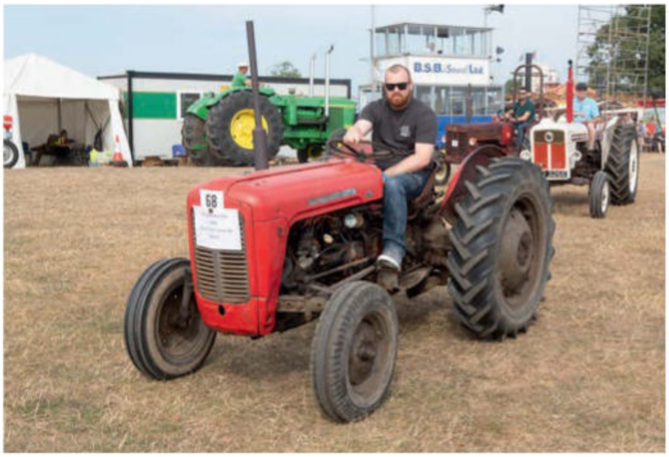

One of the biggest Massey Fergusons at Onslow Park was this 565 that dated from 1978; it had been entered by R. Mathers of Shrewsbury.

stripping it down, with the chassis being shotblasted, while the engine block and the back end was cleaned with a wire brush on a drill. Restoration took around three years to complete, with the tractor still doing a bit of work when required.

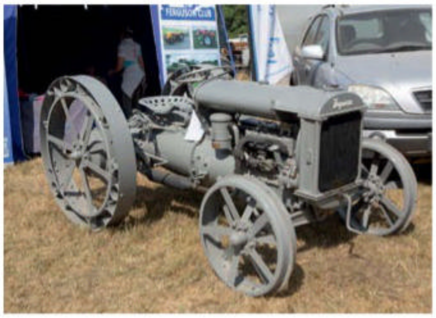
From a year later came a 1953 Ferguson TE-A that was owned by D. Morris of Shrewsbury, while Steve Llewellyn was to be seen with his 1956 Ferguson TE-F 20. No early history is known about this tractor, which was found in Newport, Shropshire. "All that has been done to it revolves around the back end which was taken apart," Steve said, "While the trailer has also been rebuilt." Rounding things off from a Ferguson perspective was a tidy 1957



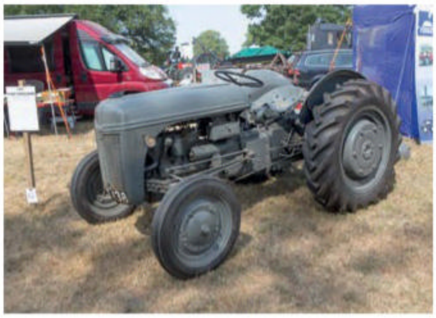
This 1957 Ferguson FE 35 4-cylinder grey and gold was bought from Clitheroe in Lancashire a few years ago, and is said to start on the button every time.



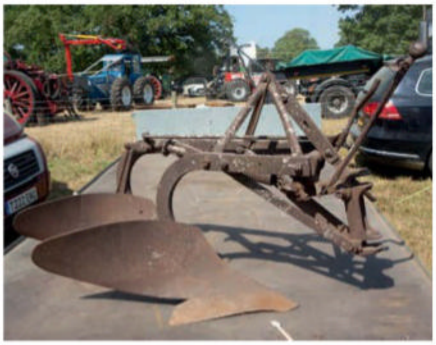
This 1960 Massey Ferguson 35 worked on the same farm for 40 years, being bought by the present owner's father in the 1980s, and is still used for haymaking, chain harrowing, logs or indeed anything.



Seen on The Ferguson Club stand was Peter Smith and Julie Browning's c.1937 Ferguson Brown Type A that was painted just before the Onslow Park event.



George Stephen's 1941 Ford Ferguson 9N petrol/paraffin Lend Lease tractor was used for ploughing on Long Mountain near Welshpool during World War II.



This 1920s Ferguson Duplex plough, which was designed to be used by Fordson tractors, was due to head off to Ireland shortly after the show.

FE 35 23C diesel grey and gold. This example dated from 1957, and was bought from Clitheroe in Lancashire a few years ago.

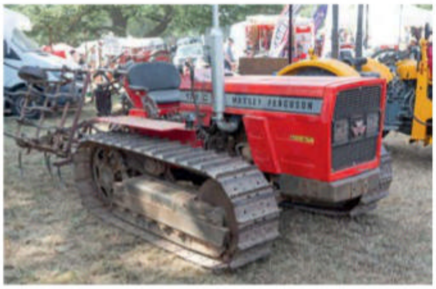
Moving onto the red and grey Massey Fergusons, there were several MF 35s on display. First up was John Robert's 1958 4-cylinder example that had worked on a dairy farm at Hodnet. Unfortunately, its working life was limited after its engine blew, with the 35 ending up stored in a shed. And there it lay in pieces, later being found and bought by John Roberts and restored in 2021, along with a topper that was found in a hedge at Market Drayton.

There were some other 35s on display too, some remaining in original condition, while others had been fully restored. Falling into the first category was a 1960 example that retained its working look, while from the same year came M. Chivers' and R. Morris' restored examples, with all three getting a lot of attention as they paraded around the ring.

Then came G. Lloyd-Jones' 1960 MF 35, which had worked on the same farm for 40 years, it was bought by the present owner's father, Brian Jones, from Corwen in the early 1980s. Still used regularly for haymaking, chain harrowing, logs or indeed anything, I was told.

Slightly newer was John Brunt's 1963 Massey Ferguson 35 that had been used as a demonstrator and worked in Herefordshire, while Andy Maaz' 1963 MF 35X also caught the eye. This MF had originally been with M&B Power Farming Ltd of Dunnington near York and worked in North Yorkshire; it passed to Andy Maaz of Stratford-upon-Avon two years ago.

Next up were a series of 135s, including John Cooke's example that dated from 1969, although no early history is known about it. The 135 was restored by a family friend but not used, it was then sold to John, with the MF still being used for mowing. Also seen in the parade ring was John Delahay's 1974 Massey Ferguson 148, which was new to cider makers H. P. Bulmer Ltd of Hereford to work in their orchards, while a 1978 Massey Ferguson 565 that had been entered by R. Mathers of Shrewsbury was another popular exhibit at the show.



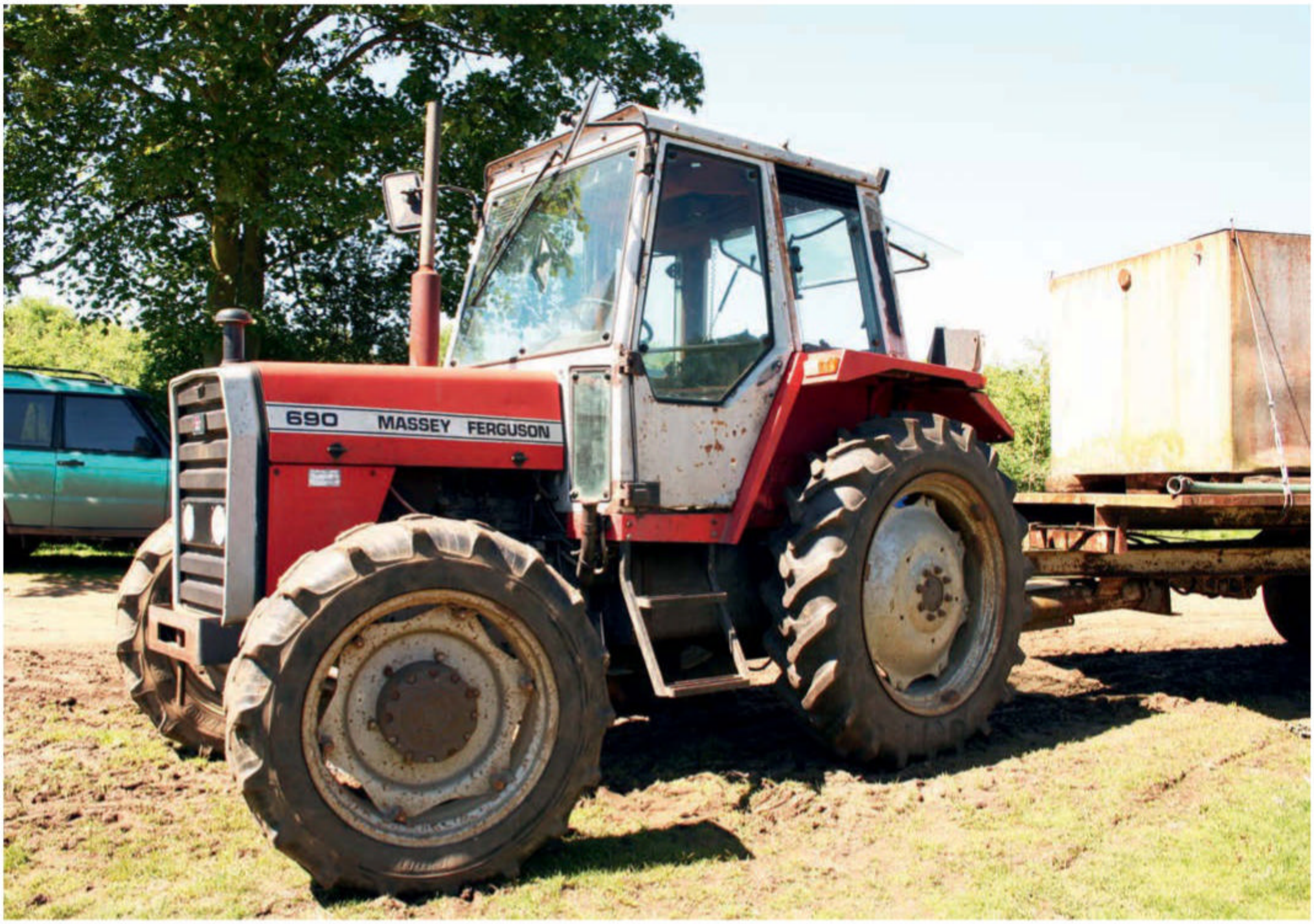
An unusual MF was to be seen in the working area, namely this Massey Ferguson 174C agricultural crawler tractor, which was in very good condition overall.

Whilst many tractors at Onslow Park were part of the static display, others were being put through their paces in the ploughing field, notably a Massey Ferguson 1200 that dated from 1975. Seen nearby was another interesting machine, namely a Massey Ferguson 174C agricultural crawler tractor, which just goes to show the variety of machinery that can be seen at this show. It certainly is an event not to be missed.

THE STOP-GAP RANGE – THE MASSEY FERGUSON 600 SERIES

PART 1

Jonathan Whitlam says: Arriving on farms during 1982 the Massey Ferguson 600 Series is probably one of the most overlooked of classic era tractor ranges from this company. The reasons are very clear with hindsight, as they followed hot on the heels of the groundbreaking 500 Series and prefaced the game changing 3000 Series, making them the jam between two pieces of very successful bread!



Four-wheel drive was an option on all 600 Series tractors from the very beginning and was a popular choice in the UK. A front view of this 690 clearly shows the hard nose radiator surround that was brought over from the 500 Series, as well as the large amount of glass area in the SIAC cab.

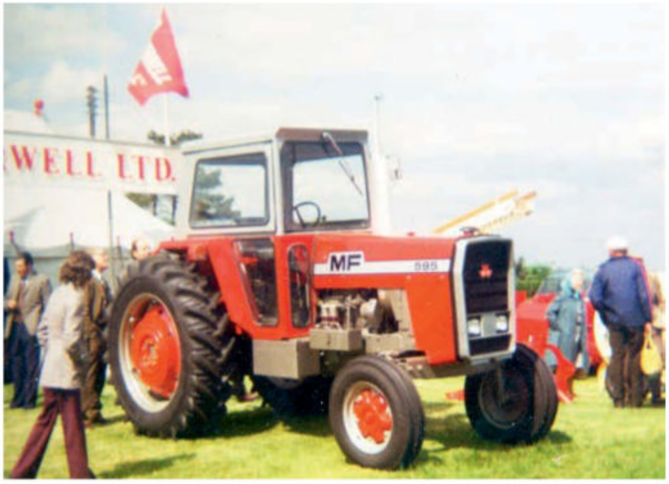
Conceived very much as a Mark 3 version of the 500 Series itself, the 600 Series had enough new features to warrant becoming a new range itself, most notably with a brand-new cab, but under the skin it was very similar indeed to what had gone before. In this three-part series of articles, we shall look back at this range and see just what made it tick, starting at the beginning with how the new models stacked up against their 500 Series predecessors.

THE 500 SERIES LEGACY

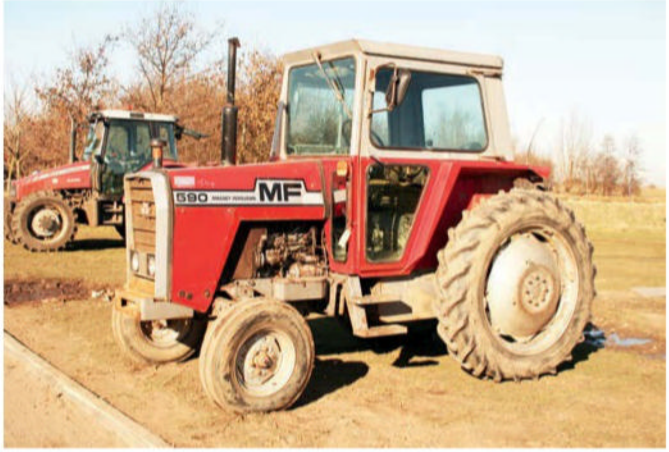
The 500 Series itself had first made an appearance on a single model in 1974 with the 595. This 88hp four-cylinder tractor was, mechanically speaking, the earlier 1080, but with new tinwork covering the

1550
590 MASSE

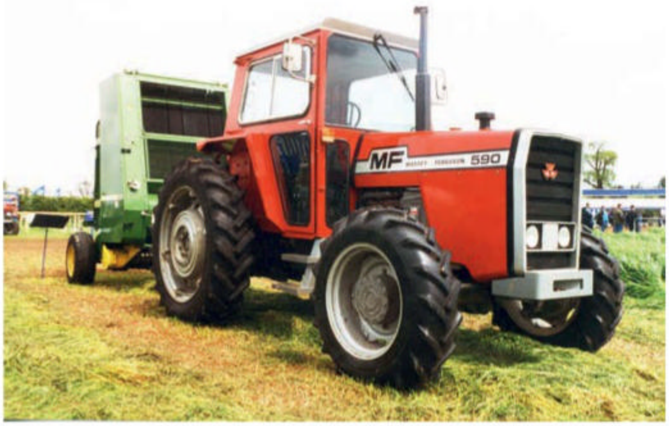
A rainy day some 20 years ago at the Cheffins Saleground in Cambridgeshire, ahead of their monthly auction, finds a long line of 600 Series tractors amongst the older 500 Series that they had replaced 20 years earlier. Most of the tractors seen here were sold for export, often with their cabs removed, and worked a second or third life in much warmer climes.



1974 saw the launch of the new Massey Ferguson 595 and this was one of the first to be displayed at a show in this country. Although basically the 1080 in new clothes, the radical new cab and look certainly drew attention at the time, although it would be another two years before the rest of the 500 Series models would make their appearance.



The 590 was the largest of the new 500 Series that arrived in 1976, slotting in beneath the 595 and sharing the same bonnet styling and the new Supercab quiet cab, with its single door on the left-hand side.



Four-wheel drive was an early addition to the range on the larger models, such as the 590. This is a later version complete with the revised Supercab with two doors fitted and an all-red colour scheme, except for the cab roof.

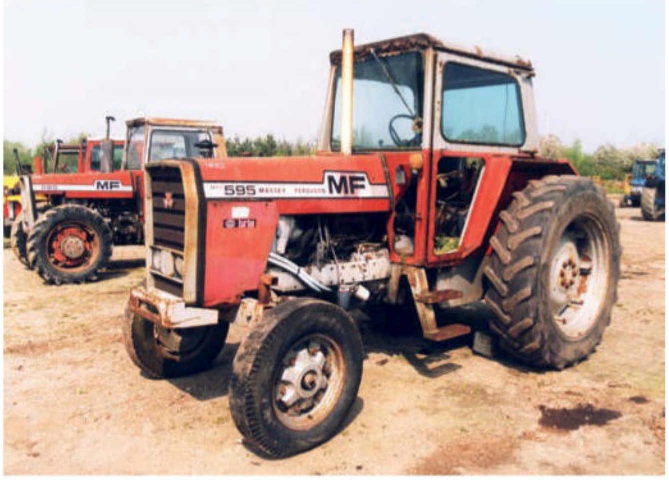
bonnet, a new hard nose around the radiator grille and, most importantly, a new quiet cab with single, very wide opening doors. Coming as it did, while the 100 Series tractors were still being built and sold with the 135, 148, 165, 168 and 185 and 188, featuring the now very familiar safety cab, with either flexible or rigid cladding, the new 595 must have stood out as a real cut above the rest.

Produced solely in the Beauvais plant in France, which had also been the home of the 1080, the 595 was joined by smaller models in 1976, the year that quiet cabs became a legal requirement. The design features of the 595 were also used on the new range, which basically replaced the 100 Series, except for the 135, which remained with a quick detach cab that made it suitable for working in low buildings; the smallest of the 500 Series, the 550, being based on the 148 with its longer wheelbase. The 550 was the only three-cylinder tractor, with the 560, 565, 575 and 590 being four pot machines, which were built in both France and in Coventry.

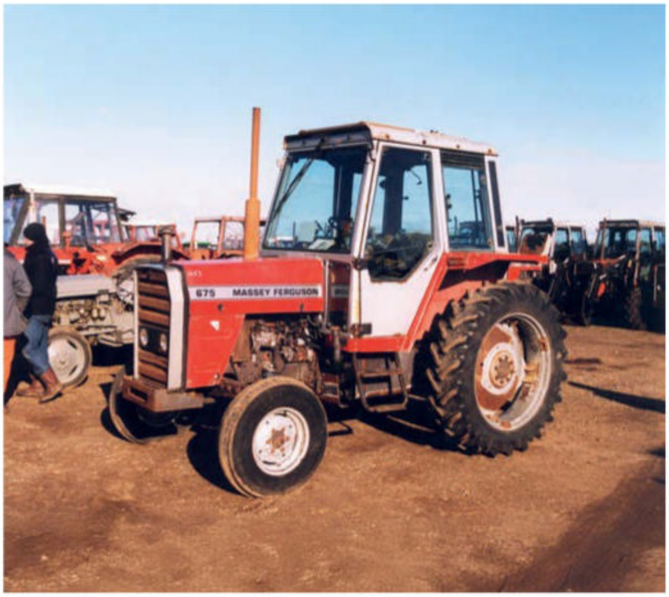
As with any new series of tractors there were teething issues with the new range that in time were ironed out. One of the biggest complaints, in general, was the single door to the new cab, which was otherwise very well regarded, given its huge leap in comfort over the earlier safety cabs. If anything, it was the 595 that let the side down when it came to reliability, although it was a very gutsy machine and was capable of pulling heavy draft loads.

Eventually the 595 would be revamped into a Mark II version and a second door was added to the cab in later years, with other smaller improvements equating to a Mark II version for the range. From early on the 575, 590 and 595 were even offered with the option of factory fitted four-wheel drive, these machines, like the 595 itself, all being built in the Beauvais factory; this was a big step and for the mid to late 1970s a very progressive move. Ford, for example, took until 1981 before offering factory fitted four-wheel drive on their tractors of similar size to the 500 Series.

By this time the range was becoming a tried and tested platform, although the 595 still suffered from problems with its power unit, and a Mark III version was set to properly address any niggles that were left; the choice to relaunch it as a new range was then implemented.



This tractor suffered badly from corrosion in the twilight of its life, but shows the long wheelbase of the 595 model very well and is one of the last of this type, being a Mark II version. Note the Opico Turbo sticker on the side of the bonnet, showing that this machine was, like many others, fitted with an aftermarket turbocharger kit to boost its available horsepower, Massey Ferguson refusing to offer such a machine from the factory at this time.



The new 675 shows off its new bonnet design, simpler decals, and the new cab from Italy by SIAC, who also supplied these units to Landini and built various designs of cabs for the SLH group and Fiat amongst others.

By the time this was happening at the end of 1981, two other ranges of Massey Ferguson tractors had been introduced, and these would be machines that would sit beneath and above the new 600 Series in the Massey Ferguson tractor line-up.

THE 200 AND 2000 SERIES ARRIVE

The 100 Series had been popular worldwide, while the 500 Series had been designed almost exclusively as a product for Europe, although many were sold to other markets. However, the design with its integral cab was not ideal, which gave birth eventually to the 200 Series in 1979, which was gradually expanded during the early years of the following decade. These were simpler tractors, designed to be sold as open platform utility tractors in areas such as North America, as well as having cabs supplied by outside manufactures for markets such as the UK, where they were sold as smaller alternatives to the 500 Series, using cabs from manufacturers such as Lambourn and Duncan.

The 2000 Series, by contrast, was a six-cylinder range that grew from two initial models in 1979 to four in the early 1980s and included tractors from 93hp to 147hp, with new large cabs with plenty of glass area. Both these and the smaller 200 Series models featured very similar bonnet designs to the 500 Series, with similar use of decals and the hard nose radiator around the grille making the three ranges have a common appearance.

THE 600 SERIES DEBUT

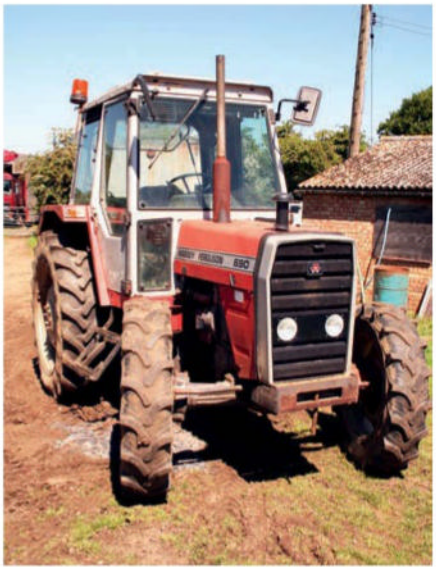
With the scene set it came time for farmers to be able to see and buy the replacements for the 500 Series in 1982. The fact that the 200 and 2000 Series had arrived meant that there were now only three models in the new look range, neatly fitting in between the largest 200 model and the 2620.

The reduced number of models was a direct result of the new 200 Series, especially the 60hp 265, replacing the 550 and 560 models, the latter not being seen much in the UK anyway; the new 675 did double duty by replacing both the 63hp 565 and the 69hp 575; the popular 79hp 590 was usurped by the new 690 and the flagship of the range, replacing the 88hp 595 Mark II, was the new 698.

Even at first glance the new tractors looked very fresh. The bonnet was new, but still retained the hard nose radiator surround, while a completely new cab was fitted, thanks to an arrangement with Italian firm SIAC who were already supplying the same cab for various Landini models, MF having bought a controlling interest in this Italian tractor manufacturer. SIAC was established in 1966 and built its first cab components in 1970 before the first complete cabs were produced in 1975. In 1980 they began producing the cab that would be used on the MF 600 Series for Landini, as the first cab designed for a wider European market.

With a more conventional overall design, the new cab made the 600 Series look very different from the 500 Series with its Supercab, but at the same time its tinted glass, twin doors that opened forwards to enable maximum entrance and exit room, combined with new interior cladding, gave a very modern impression and kept within the square-type aesthetic of the 200 and 2000 Series.

In the next instalment we shall take a closer look at the three models that were introduced and see how they fared as they made their way onto farms and into contractors' yards from 1982 onwards. ■



The 690 was the most popular model of the new range, replacing as it did the bestselling 590. All the 600 Series were four-cylinder models at the time of their introduction, with only three models: the 675, 690 and 698.

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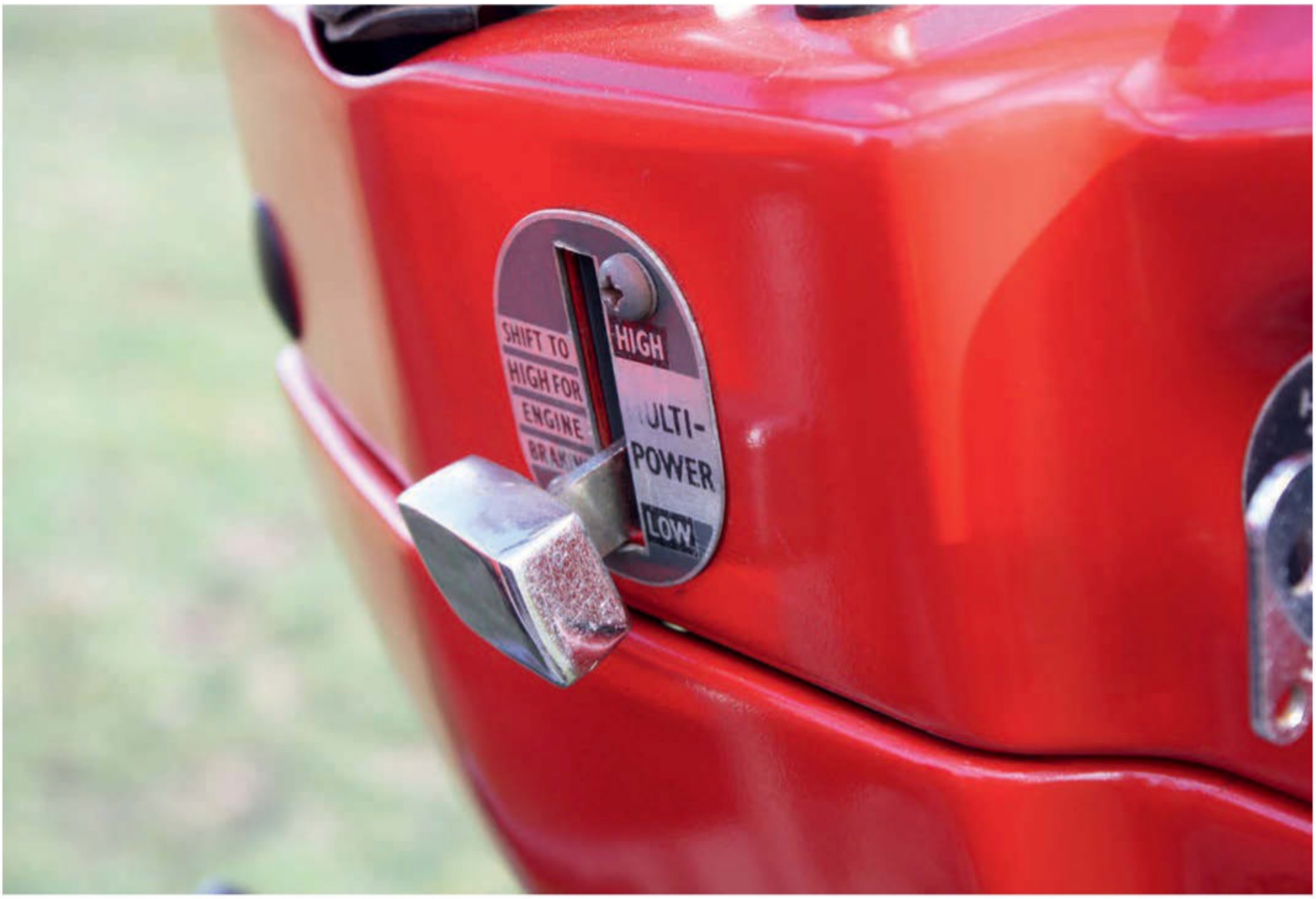
MULTI-POWER!

Jane Brooks says: In 1962, Massey Ferguson introduced the Multi-Power gearbox, a hydraulic splitter, simply operated by a switch on the dashboard, which gave you double the gears and speed!



The famous Multi-Power lever that some have success with others not.

Shortly before its launch in the UK, Massey Ferguson's Multi-Power change on the move transmission was seen on a small number of North America Massey Ferguson 50 tractors. By the end of 1962 the Detroit-built MF 50 had an updated brochure offering 'Shift on-the-go at the flip of a switch' Multi-Power transmission as an option and offering a choice of diesel, gasoline or LPG fuelled engines.

The MF 65 Dieselmatic, another US offering, was also given a brochure update and rather inventively described as 'The first fully automated tractor'. It also benefitted from a direct injection diesel engine, the 4D.203, which was the DI version of the 4.203. Both engines are quite similar, but the 4.203 injectors are mounted vertically, whereas the 4D.203 injectors are slightly canted (about 45 degrees).

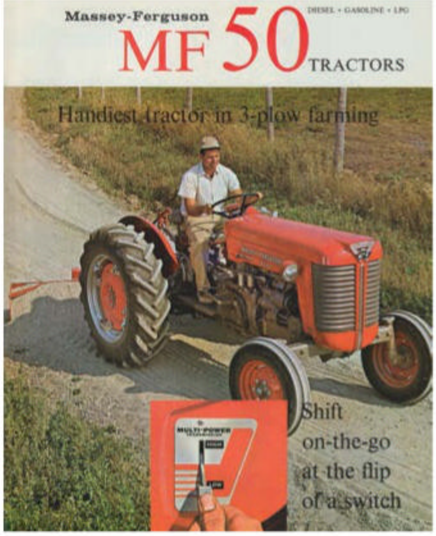
UK-produced MF 65s were only available with a diesel engine, initially the Perkins A4.192 indirect injection engine. In 1960 the MF 65 MkII was introduced, fitted with a Perkins AD4.203 direct fuel injection engine from serial number 531453.

Here in the UK, Multi-Power was launched to the press in early September 1962, fitted to a MF 65 MkII. The new transmission was fitted to the MF 65 MkII from serial number 566963, which was produced on 27 August 1962; however it's unknown if this is the tractor used at the press launch.

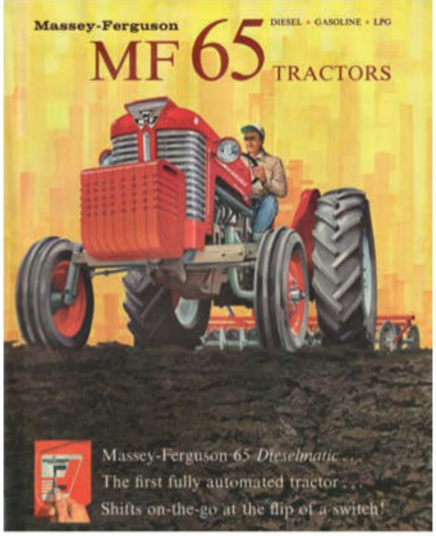
On 1 October 1962, *Farm Implement and Machinery Review* magazine featured an article on Multi-Power transmission, stating that no change was needed in the tractor's overall dimensions, as it was contained in the same casting as the conventional transmission. They also said that an additional £75 would be added to the price of a Massey Ferguson 65 for the new transmission.

There is a misconception that Multi-Power was only fitted to the MF 35x, however in 1962 it was fitted to some Massey Ferguson 35s. It couldn't be retro fitted to existing tractors and was only available as a factory fitted unit and was listed as an optional extra in UK price lists from December 1962.

Operated by a flip switch on the dash, Multi-Power provided an overdrive for each manual gear selection without a


Massey-Ferguson
MF 50 TRACTORS
DIESEL • GASOLINE • LPG
Handiest tractor in 3-plow farming
Shift
on-the-go
at the flip
of a switch

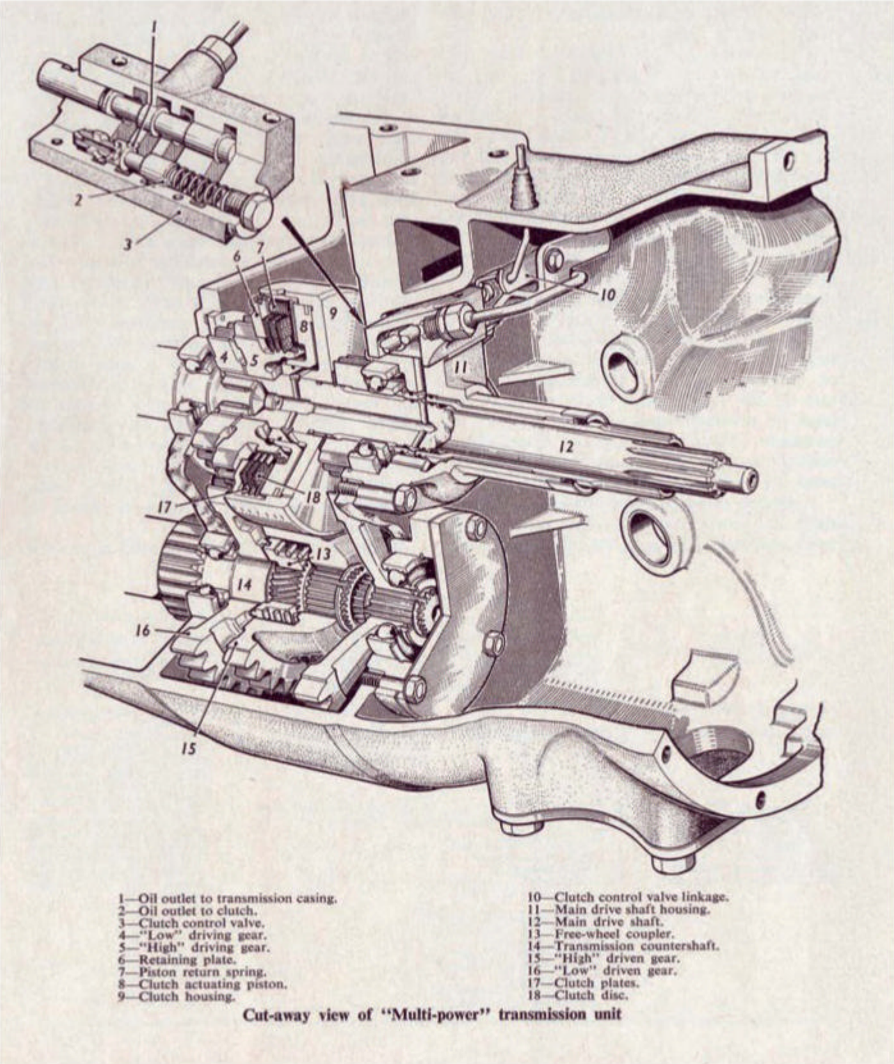
Multi-Power transmission was first introduced in the US and Canada; it was initially fitted to the Detroit-built Massey Ferguson 50 at some point in the middle of 1962.


Massey-Ferguson
MF 65 TRACTORS
DIESEL • GASOLINE • LPG
Massey-Ferguson 65 Dieselmatic . . .
The first fully automated tractor . . .
Shifts on-the-go at the flip of a switch!

Described as 'The first fully automated tractor' the Massey Ferguson 65 Dieselmatic was another US early user of the Multi-Power offering.

Change
on the
go-
at the flick
of a switch!
HIGH
MULTI-
POWER
LOW
MASSEY-
FERGUSON
65
with
MULTI-
POWER

In the UK the Massey Ferguson 65 Multi-Power brochure is recognisable from the UK spec tractor on the front.


1
2
3
6
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16
15

1—Oil outlet to transmission casing.
2—Oil outlet to clutch.
3—Clutch control valve.
4—"Low" driving gear.
5—"High" driving gear.
6—Retaining plate.
7—Piston return spring.
8—Clutch actuating piston.
9—Clutch housing.

10—Clutch control valve linkage.
11—Main drive shaft housing.
12—Main drive shaft.
13—Free-wheel coupler.
14—Transmission countershaft.
15—"High" driven gear.
16—"Low" driven gear.
17—Clutch plates.
18—Clutch disc.

Cut-away view of "Multi-power" transmission unit

The UK Massey Ferguson 65 brochure also included a schematic of the gear ratios through the Multi-Power range.

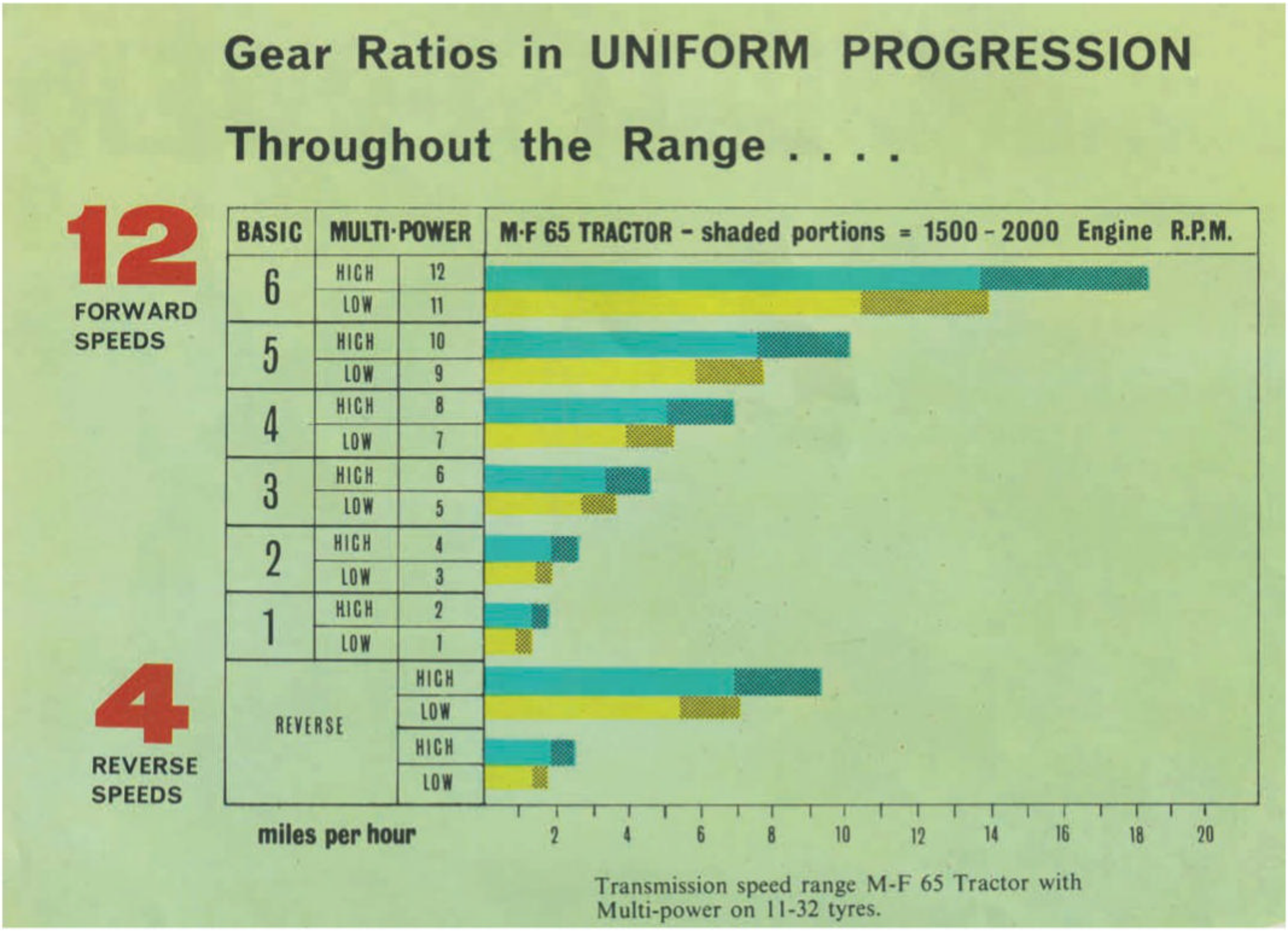
break in transmission, which eliminated wheelspin. It was introduced at a time when pto powered implements were becoming widely used and because it matched forward speed to output became a popular option. However, there is one serious drawback to the system: engine braking works when it is in high Multi-Power, but with low Multi-Power there is no engine braking at all.

The Multi-Power system consists of one hydraulic clutch pack and a type of ratchet assembly, the extra gears are obtained by the added new 'high' ratio to each of the basic six forward and two reverse speeds, which results in a total of 12 forward and four reverse gears.

Low Multi-Drive disengages the hydraulic clutch taking the drive through a pair of gears into a ratchet clutch, taking the drive to the gearbox.

In essence, in a Multi-Power unit a pair of gears replaced the single engine to countershaft constant mesh gear set at the input end of the gearbox, however, the remainder of the gearbox is close to standard. In fact, Massey Ferguson stated in their advertising material that only four major components were added to the standard transmission.

The low ratio driving gear at the end of the input transmission shaft meshes with a driven gear, which is free running on the gearbox countershaft; the driven gear and countershaft connection is made through a dog tooth coupling. The coupling's teeth engage with corresponding teeth on the driven gear, which is connected by helical splines to the countershaft.



A cut-away illustration of a Multi-Power transmission unit first published in *The Engineer* magazine, 21 September 1962.

An early photo of the Massey Ferguson 65 production line at Banner Lane, Coventry.

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AGRICULTURE
AGRICULTURE
DAEWOO

A line-up of tractors at the Royal Show, probably in the 1980s, showing 200 and 500 series Massey Ferguson tractors, which were available with Multi-Power, in common with the British-produced MF 1200.

Low ratio is spring-loaded into engagement with the driven gear and slides back to disengage the gear. The drive passes from the transmission input shaft to the countershaft through this constant mesh gear set and sliding coupling when in low ratio, so the hydraulic clutch is disengaged, because drive to the gearbox goes through the gears and ratchet clutch. This is why there is no engine braking in low ratio Multi-Power.

Hill hold – if driving uphill in high ratio, depressing the clutch pedal enough to disengage the main drive clutch causes the transmission to lock, this prevents the tractor rolling back and the driver can hold the tractor stationary without employing the brakes.

Transmission locks as soon as the tractor rolls backwards, because the countershaft rotates backwards and reverse drive is applied to the high and low ratio gear sets; these gear sets with different ratios are coupled to the same input shaft making it impossible for them to rotate.

Be aware if low ratio is selected while the tractor is being held on an incline, the tractor can freewheel leading to it rolling backwards, this is because the high ratio driving gear runs freely on the input shaft, breaking the hold on the tractor.

Do not tow start a tractor fitted with Multi-Power. If driving downhill engine breaking is only available in high ratio. Lastly the tractor will only start if the High/Low lever on the dashboard is in neutral.

High ratio driving gear is in mesh with a driven gear splined to the countershaft and an integral part of a multi-plate friction clutch. The driving gear runs free on the input shaft, but the clutch is splined to the shaft. These additional ratios could be selected on the move without using the clutch and without breaking the drive to the rear wheels, using the switch fitted under the instrument panel.

In each gear changing from low to high ratio gave an approximate 30 per cent speed increase and Massey Ferguson claimed lower engine speeds led to less engine wear, longer engine life and improved fuel consumption.

Some of the clutch plates are connected to the drum, while others are connected to the gear; when the clutch is engaged connection is made between the input shaft and the gear and the two sets of plates are hydraulically forced together against the action of return springs.

The high ratio drive then passes from the input shaft, through the clutch drum to the driving gear and then through the driven gear to the countershaft. A direct mechanical connection between the engine and rear wheels, whether the engine is pulling or on the over-run, is made in high ratio, but in low ratio the connection is broken on the over-run, as the rear wheels drive the countershaft and coupling more quickly than the low ratio gears, hence the coupling is forced out of mesh with the driven gear.

If the clutch is not engaged drive passes through the low ratio gear set and coupling with the high ratio driving gear turning freely on the input shaft, due to the rotation of the driven gear.

Engaging the clutch speeds up the gearbox countershaft rotating the dogtooth coupling faster than the low ratio driven gear, the coupling automatically disengages with the low ratio and the high ratio gear-set engages.

The gear pump is positioned on top of the normal piston pump, with a relief value to protect against spool valve failure. The pump passes oil to the spool valve, and it then goes to the clutch or transmission reservoir. From valve to the clutch, oil goes through the main drive housing and transmission shaft and should operate at a pressure of 170lb per square inch in the clutch. High-ratio gears are available when the engine is running, and the secondary clutch is engaged to turn the pump and pto drive shaft. ■

Massey Ferguson Transmission and Electronic milestones

1978 – Electronic Linkage Control introduced.

1986 – Autotronic transmission management system.

1986 – Datatronic data collection and performance monitoring.

1993 – Dynashift transmission, providing four powershift speeds in each gear, and a total of 32F and 32R speeds.

1996 – Dyna-6 transmission: the forerunner of Dyna-VT and Dyna-VT Continuously Variable Transmission.

2006 – Massey Ferguson adopts 'ISOBUS' technology.

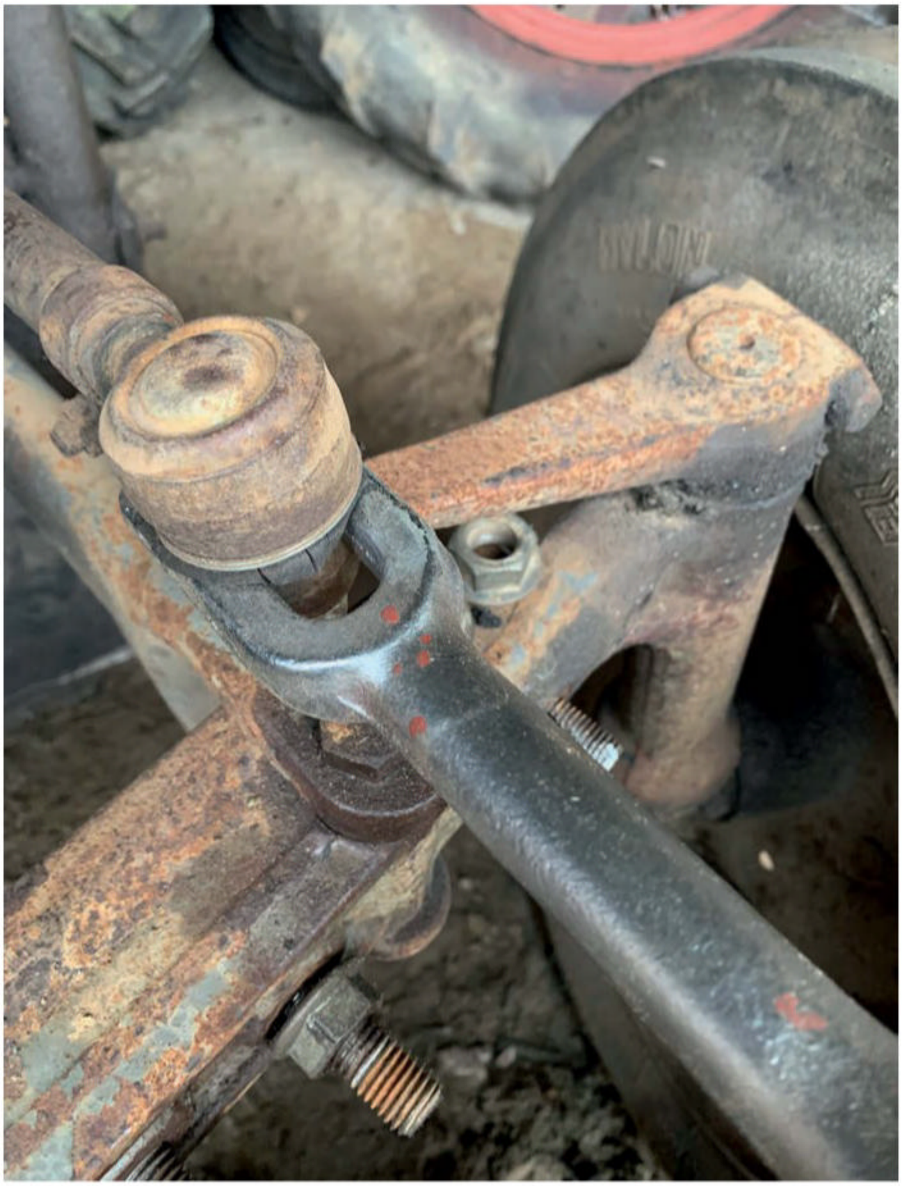
The Massey Ferguson 148 was one of the Super Spec 100 series tractors: this one was equipped with Multi-Power.

A Multi-Power Massey Ferguson 35x on offer at an auction recently; some Massey Ferguson 35s were also fitted with the new transmission.

KEEPING THEM ORIGINAL

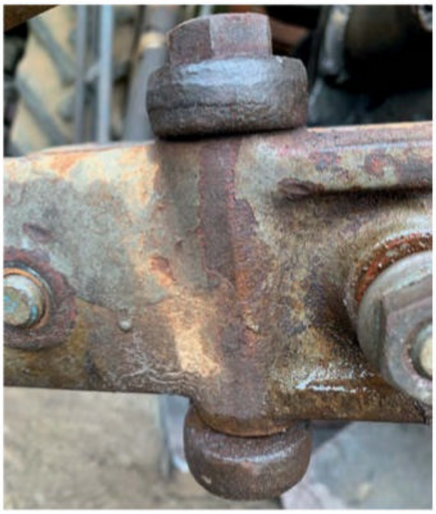
PART 3

In this issue 'Tractor Lad' Ben Phillips works on the front axle and carries on with the engine situation on the Massey Ferguson 35.



Using a ball joint separator, I started to remove the steering arms in order to get to the front of the engine.

The front axle could now be split into three parts to make it manageable; there were a few nuts and bolts to undo first.



These vertical ones on the radius rods are often seized; these were no different and needed some heat to free them.

Last time I had begun to strip the engine and I had only gone so far, so now it was time to make plans to actually remove the engine from the rest of the tractor. I needed the engine in the smallest, lightest possible form, so that's what I will be concentrating on this time. The front axle needed to be removed and the beauty about the swept back MF axles is that they'll strip down into manageable sections.

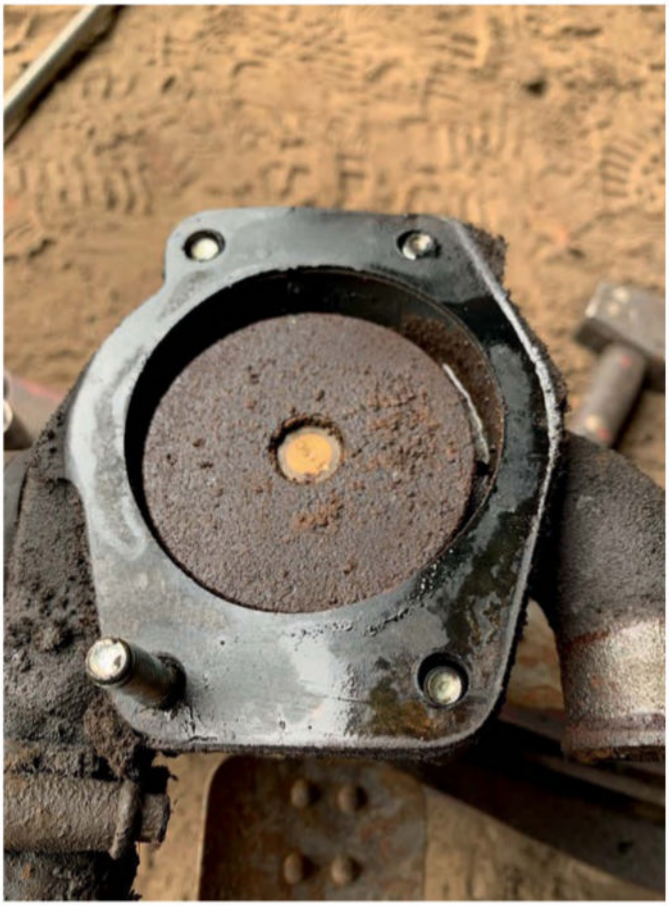
The first job was to disconnect the track rod ends, which meant a ball joint separator was needed. This was driven in with a hammer and, when it got so far in, it drove the track rod end out. Only the front end of these needed to be removed,

I suspected the bush in here would need replacing, as there had been a loader fitted.

Sure enough the old bush popped out once the central axle beam was moved, so a new one was added to the list.

With the axle carrier removed I could get behind the pin to knock it out front ways.

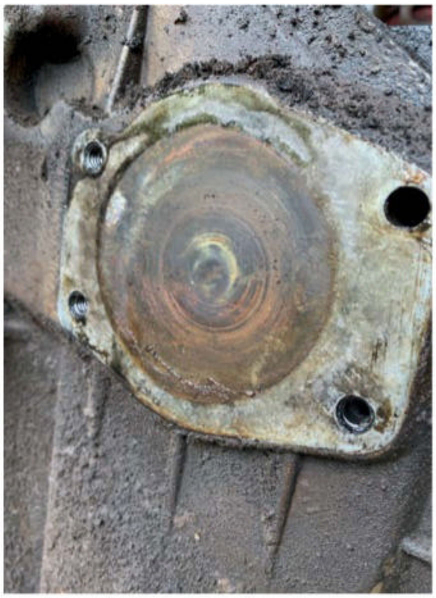
Now the axle was removed it opened up the front end in order to get into the timing case, starting with removing the water pump.



Unsurprisingly the water pump was missing the backplate, which should be fitted over the impeller.

as they will lift up and can be placed either side of the seat and will rest on the rear axle. Now the nuts holding each side of the axle together needed to be undone; these nuts were very tight and needed a long bar to undo them. However, before I could take them out the ones vertically connecting the radius rods to the axles would have to be removed. If there are any bolts that are seized on the front axle it will be these, as pretty much the whole length of the bolt is in the casting. These bolts were no different and had seized so, to remove them, I introduced some heat, which soon expanded the metal allowing the bolts to be tapped up and out.

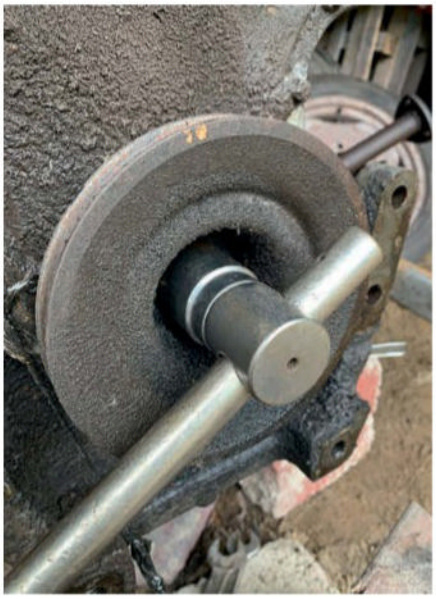
It was worthwhile stripping the axle, as the centre pin and twin bushes looked



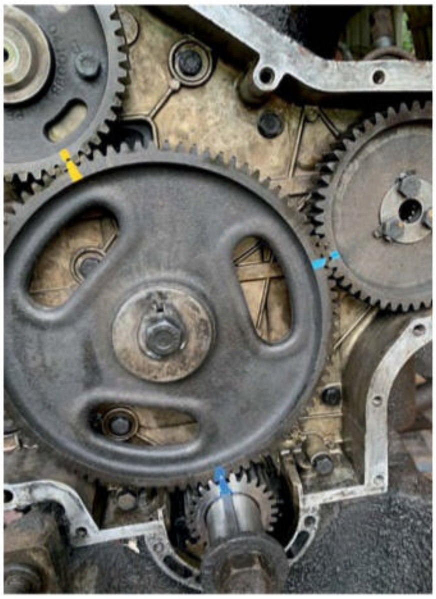
You can see where the impeller has been rubbing against the aluminium on the timing case.

It was time to move lower down and remove the pulley; a centre bolt needed to be undone first.

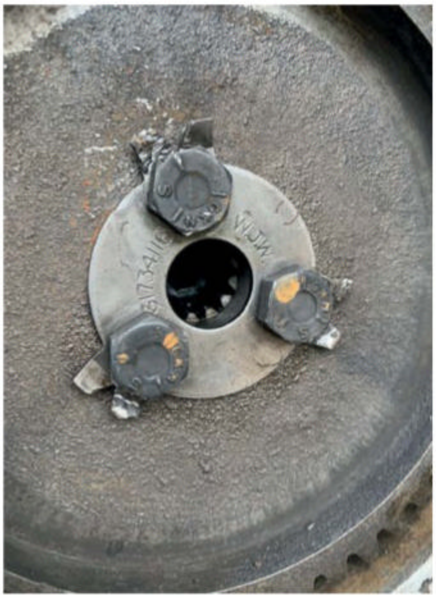
Looking closely underneath there appeared to be an oil leak coming from the pulley area.



Removing the centre nut was done with this socket and bar, which needed a good couple of taps with a hammer.



When the timing cover was removed it revealed the timing gears, which were promptly marked up with different colours.

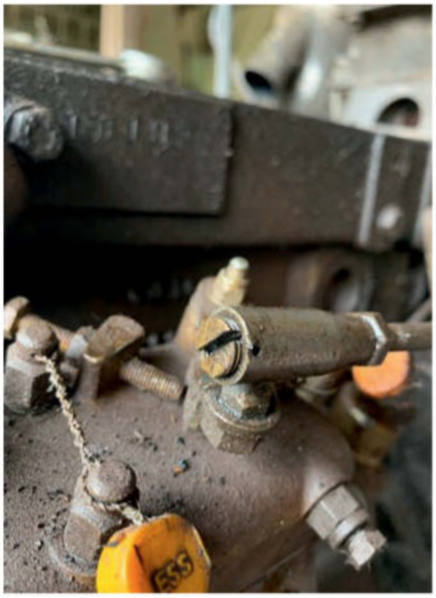


The first one I removed was the injector pump gear, which was secured with a circular tab washer.

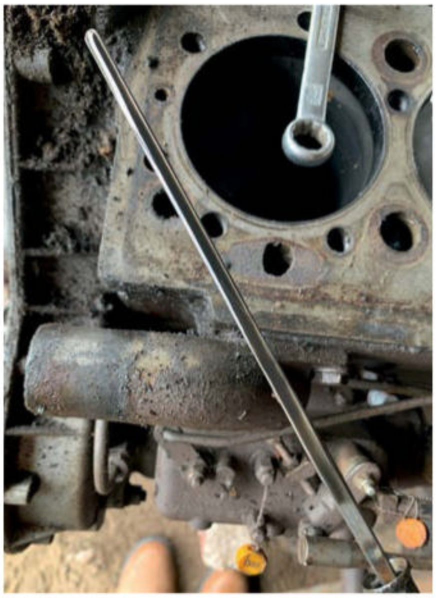
like they needed to be replaced; moving the axle slightly showed me the bush was actually loose instead of being tight in the axle. Once the axle carrier was removed I could get behind the pin and knock it out and that freed up the centre beam, which could now be lifted out ready for a new bush at a later date.

The front was now clear but there were a couple of items still to be removed; firstly the water pump. I always replace water pumps, and this one definitely needed to be replaced, as it was hard to turn. There were four bolts that held this in place. These needed to be undone so far, then the pump pulled out in order to be able to finally undo them the rest of the way, and the whole assembly could then be lifted off. Once it was off I wasn't surprised to see that the back plate was missing; this plate should be there to stop the coolant, or in some cases, just water eating away at the aluminium timing cover. Even though this area of the timing cover is a lot thicker, in rare cases a hole can get corroded and water/coolant begins to leak inside the timing case and thus contaminates the engine oil. Luckily, this hadn't happened, but you could clearly see an imprint of where the impeller on the back of the water pump had been turning.

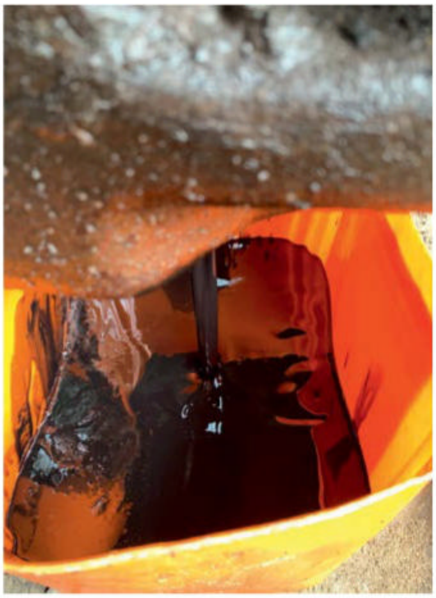
At the bottom of the timing case was the crank pulley, which was clearly leaking, as there was oil everywhere, especially underneath. These are easy to remove, just a centre bolt, which is undone with a suitably sized socket. Tapping this socket hard a few times with a 2lb hammer soon loosened it and the pulley could be pulled off the end of the crankshaft. Now it was a clear run to remove the outer timing case, which a



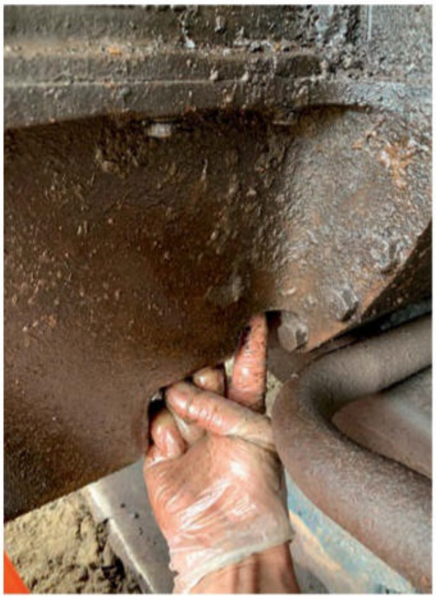
In order to remove the pump this throttle lever needed to be removed, by undoing this slotted screw.



Wanting to drain the sump, I pulled the dipstick out and found it was full of oil and diesel.



Draining the sump confirmed that the fuel lift pump had probably failed, as the oil had diesel in it.



Now I could begin undoing the bolts to lower the sump, not forgetting the one either side hidden up here.

Even empty the sump on the Perkins 3-152 is heavy, so using some straps and the crane I lowered it down.

Once it was lowered down I could see the inside, which wasn't too bad and was fairly clean, with just a small bit of black sludgy oil.

collection of bolts held on. Once it was off the familiar sight of a time case full of gears presented itself and I could begin timing the engine up.

I've done numerous rebuilds on these engines and the timing is extremely easy, but I still turn the engine over until it lines up correctly. Even though it's self explanatory how these gears go back together, I still dot coloured paint on them, as it makes the rebuild much easier. The first gear out was the one on the CAV rotary injector pump, as I wanted to take that to get it overhauled. The gear was secured to the pump's boss with three bolts, with a triangular tab washer stopping the bolts coming undone. I disconnected the throttle linkage and the three bolts on the outer side and the pump was removed.

Making the engine lighter to remove was still what I wanted to achieve at this stage, so it was now the turn of the sump. This was full of oil – and I mean full – as when I pulled the dipstick out the contents was nearly at the top. This runny oily mixture was a telltale sign that the fuel lift pump had failed and had leaked fuel into the sump.

When I undid the sump plug what drained out confirmed this, as it was contaminated with diesel. Even empty, these sumps weigh quite a bit so help was needed to remove it. Before I removed all the bolts, I got my engine crane and a couple of straps so I could lower it down gently. The beauty of doing it this way is that the sump can be put right down on the ground, so that it clears the round gauze in the sump, which feeds the oil pump with oil. I could then slide it out from under the engine and see how dirty it was inside. It wasn't that bad, as the diesel/oil mixture had kept it clean. I was now ready to remove the engine. ■

FERGUSON TE-F DIESEL ENGINE THROTTLE BODY REPAIR

In this issue Richard Lofting looks at repairing the throttle body on the injector pump of his Ferguson TE-F.

If you remember I was hoping to include the repair to the throttle body in the last edition of this magazine, however I ran out of time and space.

The system employed on the diesel Ferguson is a relatively simple set up and thus reliable for many years. With the youngest TE-F 20s now approaching 70 years of age, there's bound to be some wear and tear in the various components of the fuel system.

INJECTOR PUMP OPERATION

When the engine is stationary i.e. not running, the fuel rack is in the forward position at maximum injection. There is also an excess fuel button at the front of the pump body; when this is pressed it allows the rack to move further forward, allowing excess fuel to be injected to increase the chance of the engine firing up under cold conditions. Once the engine starts and revs, the vacuum created as the throttle body pulls the rack via the diaphragm reduces the fuel injected, and the excess fuel button is released back to the normal running position via a spring-operated latch. To stop the engine the stop knob is pulled; this operates a lever within the pump body that pulls the rack / diaphragm to the end of its travel, where the fuel plungers are then in the cut off position and stop any fuel being injected into the engine.

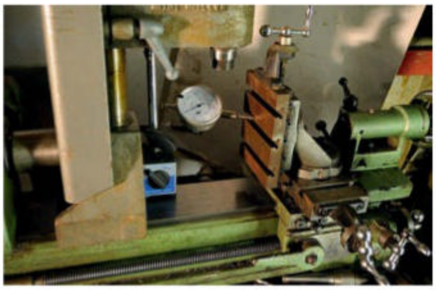
One of the common problems associated with the incorrect running of the engine is in the governor system, however it's simple enough once you understand the operating principles. The governor works on an air system, with a diaphragm in the end of the injector pump housing. On one side you have the fuel rack connected to the plungers, these control the amount of fuel that is injected. On the other side of the diaphragm, along with the spring, a pipe connects to the throttle body attached to the inlet manifold. Within the throttle body is a butterfly, which turns as the throttle lever is moved, this varies the amount of suction (for want of a better word) on the diaphragm. This in turn pulls the rack to decrease the fuel injected until the point of equilibrium on the diaphragm is reached.

The TE-F is a good little tractor and it deserves some attention occasionally.

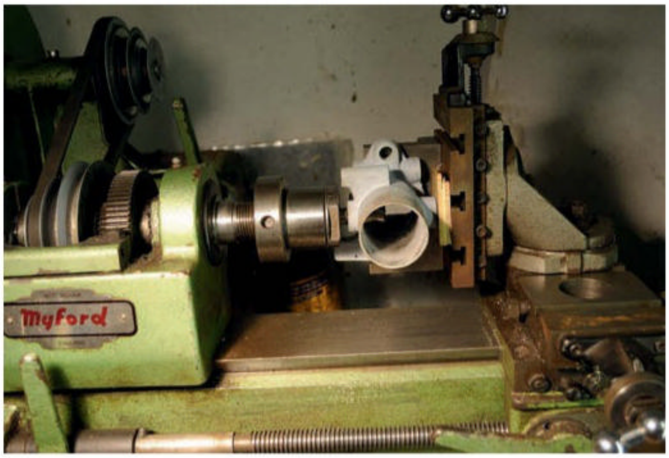
With the engine running at a steady speed, say when ploughing, if a tough patch of ground is encountered, the extra load on the engine will reduce the engine speed and thus lower the amount of vacuum. This in turn will allow the diaphragm spring to push the rack forward and increase the fuel injected, increasing the engine speed until once again the equilibrium is reached and vice versa.

With the throttle body off the tractor, it will need a good clean before stripping down.

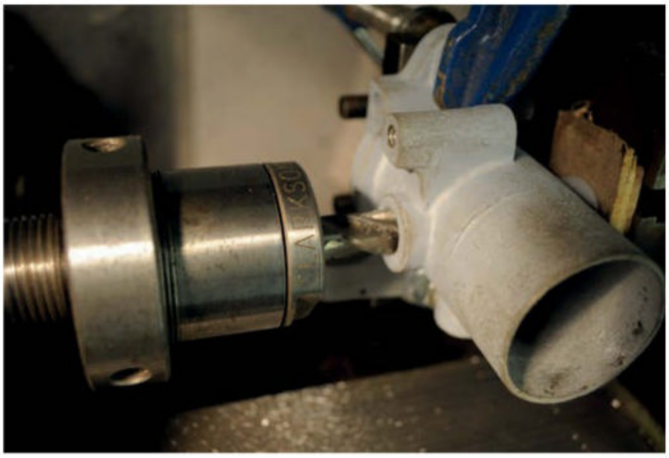
The lever is held in place with a pin; knock it through with a pin punch.



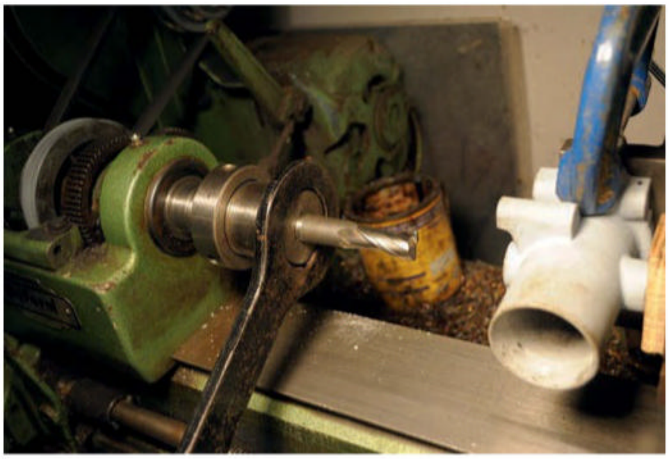
Setting up the vertical slide on the lathe to run true to the cross slide axis.



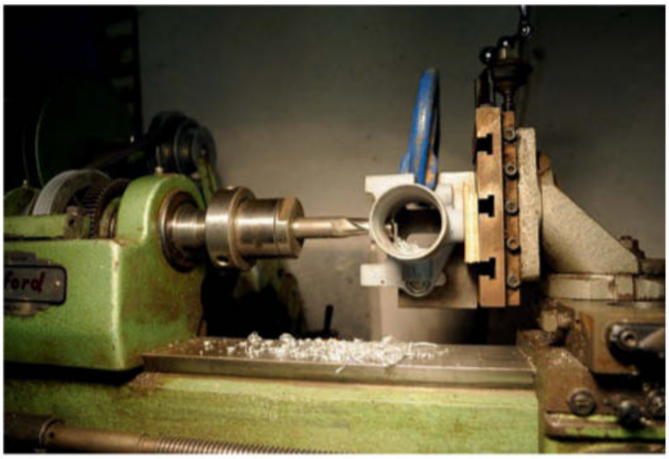
The milling attachment lacked travel, so the lathe was set up as a horizontal borer.



Once the centre of the hole was found, boring commenced.



I had to order a long series slot drill, as the initial one wasn't long enough to reach right through.



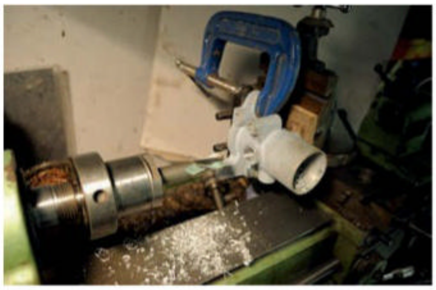
I soon had a pile of swarf, with both sides of the hole in alignment.

When the throttle lever is closed the reverse happens. This simple arrangement is fine until an air leak occurs; this can be a hole in the diaphragm or a break in the pipe between the diaphragm and the throttle body, or indeed wear in the throttle body spindle bearings. Or a combination of all three!

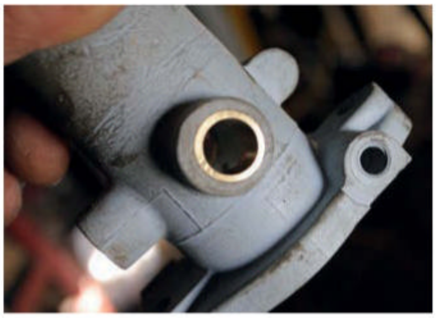
REPLACEMENT AND REPAIR

Replacement of the diaphragm is relatively straightforward, with the housing held in place on the back of the injection pump with four screws. Within the housing is a lever that connects to the stop button under the dashboard. This again is simplicity itself: when the stop is operated it holds the diaphragm and spring in the rearward position and, of course, the rack, cutting off the fuel to the internal plungers, thus stopping the engine. At the very end of the stop lever housing is another plunger and spring. This controls the tendency for the engine to surge: as the throttle lever is closed a link rod connected to the throttle body operates on the small plunger and spring, suppressing any surging. It is always worth checking this out when replacing or inspecting the diaphragm – I have found the plunger seized in the barrel, thus rendering it inoperable. Plenty of penetrating oil and some very fine wet and dry are the order of the day and, of course, patience; once cleaned, reassemble with a little grease.

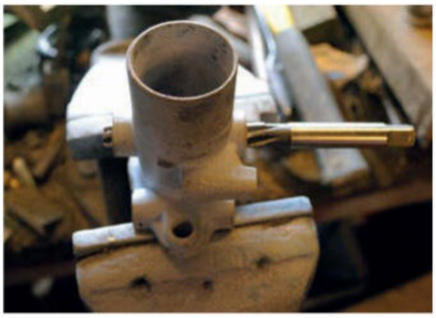
In the pictures shown I had to drill out one of the retaining screws, as the



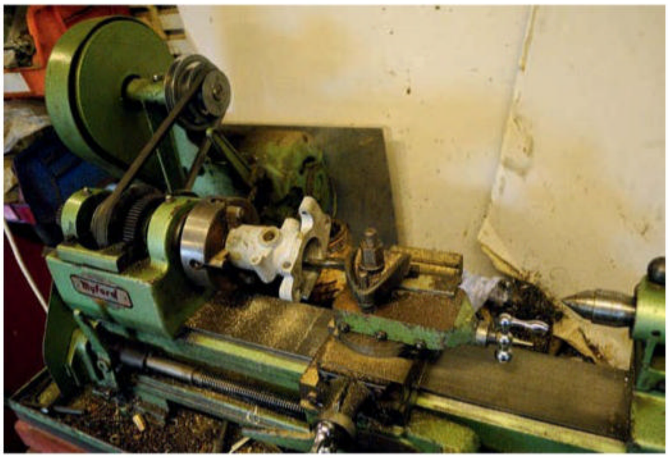
Sometimes a bit of thought is required as to how to clamp the object to be worked on; note the wood packing to save the slot drill hitting the table.



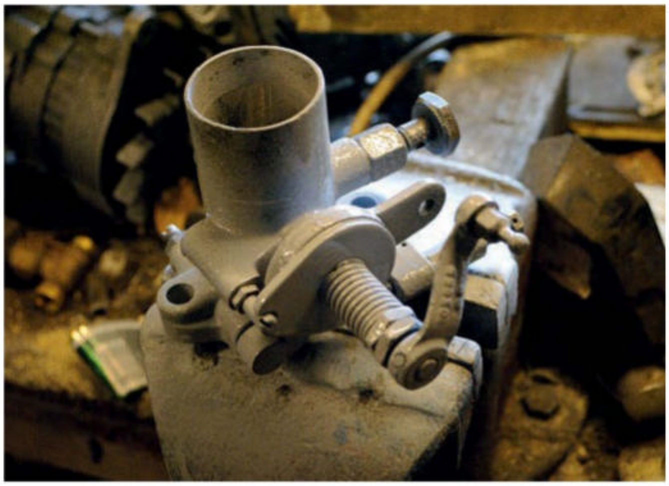
Two bronze bushes were turned to fit the bored hole +0.0005 to 0.001in and pressed in.



A hand reamer the size of the spindle was run through both bushes in one pass.

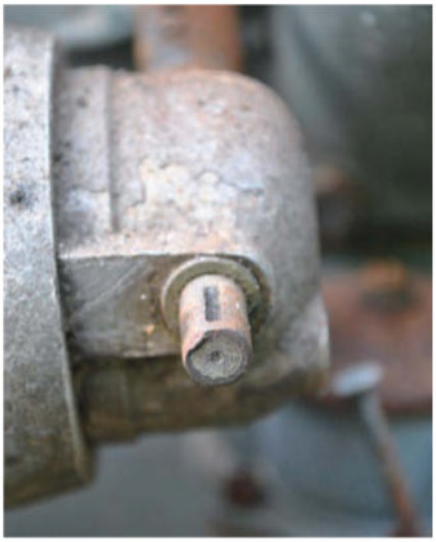


The internal ends of the bushes were turned to the size of the venturi in the bore.



After reassembly a coat of paint was in order!

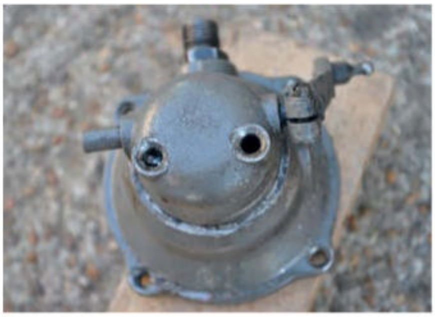
The air filter on top of the pump washes out, ready for another 50 years or so.



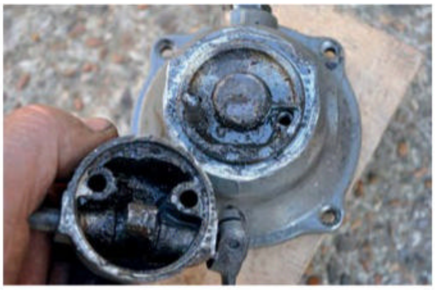
Often this housing requires re-bushing at both ends, but in this case there was little wear.

head had been damaged beyond repair. After some head scratching as to how to proceed, as the odds of finding a replacement were almost impossible, I decided to machine a new one on the lathe, complete with the domed head! After I'd done the work I remembered an old pump housing, complete with the requisite screw, which had come as a job lot at a club auction – still practice makes perfect!

Every throttle body I have ever looked at has had worn bearings, or rather the housing has worn as the butterfly spindle runs directly in the alloy casting. Trying to find one that's not worn is a non-starter, as the youngest of the TE-Fs are pushing 70 years old now. If you have access to a milling machine or lathe, then putting in bronze bushes is relatively straightforward. In the photographs I did the job on our small Myford lathe with a Rodney milling attachment, although I soon found

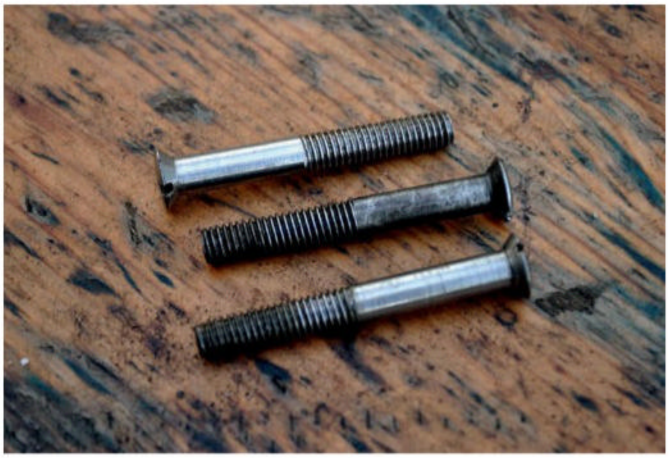


The screw on the left needed drilling out, as it was seized internally.

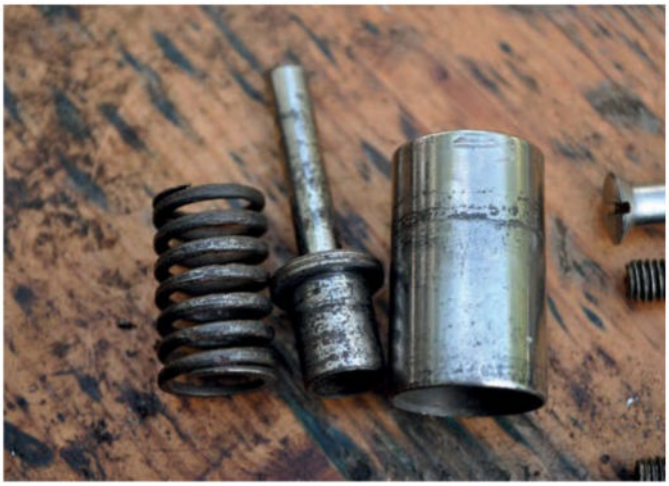


Rather a mess once the cover was removed; I extracted the remains of the screw using mole grips.

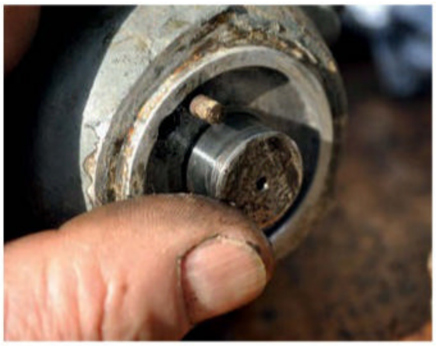
After removing the plunger a good clean up was required.



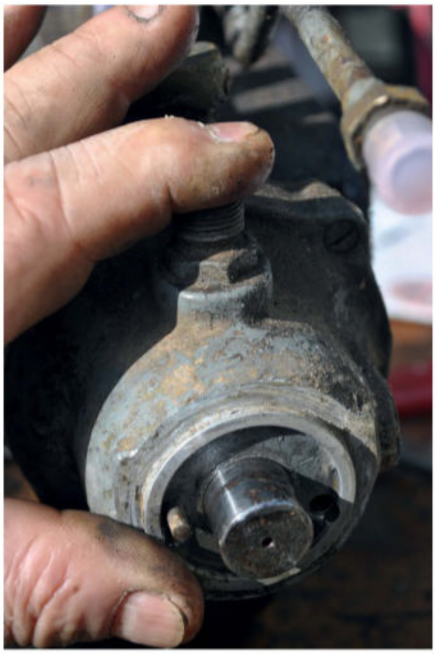
A new screw (top one) was made on the lathe to replace the broken one; I later found another one.



The internals cleaned ready for reassembly.



Replace in reverse order of the strip down; a little grease was applied for lubrication.



With finger over vacuum pipe the plunger should move in and out freely when pushed.

out that there was not enough travel and so resorted to using the lathe as a horizontal borer.

The most important thing is to find the centre position of the shaft and get it square to the body of the housing; this can be tricky, as most likely the worn hole is not going to be round. Using a long series slot drill, the body can be milled right through in one pass, ensuring both sides of the body are aligned. Once the bushes are fitted into the housing they will require reaming to size, and again it is imperative that they are reamed together, right through in one pass to keep them aligned.

FILTERS

A filter is fitted on the pump body, made from tightly wrapped course wire wool and housed in a square tin shell. This filters dust and muck as air is drawn in and the diaphragm moves backwards and forwards as it operates. Over the years this slowly clogs with fine dust and will slow the governor operation. To access the filter to clean it you simply unscrew it, the tin shell containing the wire wool is then removed by folding back the tabs. The wire wool is easily washed clean using petrol or brake and clutch cleaner and allowed to dry before putting it all back together.

If the injector pump has been removed from the tractor, the fuel filters that reside on the inner side of the pump body can then be accessed by unscrewing the cover plate. After long service these can clog with fine silt and are replaceable.

The connecting pipe between the throttle body and the injector pump should be solid and in one piece, but I have seen it replaced with rubber and plastic pipe, however, my preferred option is to repair the solid pipe. I had one pipe that had cracked, possibly due to years of vibration. An attempt had been made to repair it with a piece of plastic pipe, but not very satisfactorily. To make a proper job I made a sleeve out of copper tube and silver soldered it over the crack; I thought this was best as ordinary soft solder would crack again fairly soon. ■

SALES CORNER

IN THIS ISSUE WE TRAVEL TO LINCOLNSHIRE FOR THE ONLINE CHRIS ROBINSON SALE, FOLLOWED BY THE AUGUST CHEFFINS HARROGATE SALE. WE THEN MOVE TO THE MIGHTY A&M HARRISON SALE, WHICH FEATURED RESTORED TRACTORS THAT HAD MOSTLY COME FROM ACROSS THE SEA. WE THEN HEAD TO THE H. J. PUGH, LATE DENNIS OAKLEY SALE

CMFE TRACTOR CONDITION GRADING SYSTEM

To help you understand why a tractor makes a certain price, we grade the tractor as seen at the sale using the code system below. However, you might see various combinations like 2/3: so what does that mean? Well, 2 means that it needs work, but the tractor is original and that's grade 3, so the combination is 2/3. This gives you a better, more detailed idea as to what condition the tractor is in.

PRESERVATION TRACTORS:
1-Rough: 2-Running needs work:
3-Original: 4-Older restored:
5-Restored: 6-Concours.

WORKING TRACTORS: 7-Very rough: 8-Flash over: 9-Needs work: 10-Average: 11-Very Good 12: Like New.

BIG BUCKS AT HARROGATE

The most expensive Massey Ferguson on offer was this 390T that dated from 1992. Complete with Hi-Line cab, it went on to sell for £23,000.

In great shape, this Massey Ferguson 35X Multi-Power was fitted with a lighting kit and plough lamp. It went on to sell for £9,000.

In very good condition, this 1995 Massey Ferguson 6120 looked the part and managed to sell for £16,500.

The red and grey Massey Ferguson livery certainly stood out at the Cheffins Harrogate sale, with some quality tractors on sale, says David Reed.

The annual Cheffins auction at the Great Yorkshire Showground, Harrogate on Saturday 16 August is one not to miss. This year there were over 100 tractors on offer, with several manufacturers being represented, and the sale attracted a large crowd. Actually, there are three sales in operation simultaneously, with farmyard equipment and tractor spares also being sold.

But the main focus is on the tractors themselves, with a large selection of Ferguson and Massey Ferguson examples on offer. Of course, their condition varies considerably, some

In good solid working condition, this Massey Ferguson 3690 Dynashift with front weights was showing 10,570 hours on the clock. It sold for £14,000.

This 1958 Massey Ferguson 65 was possibly a pre-production model. Either way it was in original looking condition and sold for £4,000.

This 1975 Massey Ferguson 185 looked to be in original condition. Complete with a cab, it managed to sell for £8,000.

In good workmanlike condition, this 1991 Massey Ferguson 3690 Dynashift 6-cylinder diesel tractor was showing around 8,000 hours on the clock. It sold for £18,000.

In superb condition was this Ferguson FE 35 grey/gold that saw some competitive bidding to reach its selling price of £7,500.

This 1961 Massey Ferguson 35 was fitted with a Perkins direct injection engine that will have helped to boost its selling price to £7,500.

This 1967 Massey Ferguson 135 Multi-Power 3-cylinder diesel sold for £10,800, with 66 per cent being donated to the British Heart Foundation.

With the distinctive registration number YOR 6, this 1960 Massey Ferguson 35 was in excellent condition and sold for £9,000.

are in top show condition, others still bear the scars of a hard working life, while some failed to meet their reserves; however, the majority were able to find a new home.

So, looking at some of the tractors representing the Ferguson name in a bit more detail, there were some older grey Fergusons on offer, grade 2. Here a 1950 TE-D20 sold for £1,400, while a TE 20 that had the benefit of coming with a Perkins P3 diesel engine made £1,600. Really looking the part though was a Ferguson FE 35 grey/gold, which was a popular lot, grade 5. There was some competitive bidding here, with a selling price of £7,500 eventually being reached.

Moving on to the Massey Ferguson red liveried tractors, a handful of MF 65s were also on offer. Here the market was pretty steady, with a 1958 65, that was possibly a pre-production model, selling for £4,000, while another Mk1 from the same year that had received an engine rebuild, made £4,200. The most expensive 65 though dated from 1961 and looked to be in good condition overall, quickly selling for £4,900, grade 4.

When it came to some Massey Ferguson 35s going under the hammer, there were many to choose from. Most were in fully restored condition, although a couple looked as if they were in line for some restoration work being carried out.

Looking in good shape though was a 1961 MF 35 that was restored in 2001, and then used on a smallholding. That sold for £4,000, grade 4, while also catching the eye was a 35 that dated from the same year, which was fitted with a Perkins direct injection engine. This example made £7,500, grade 5, although

This restored 1948 Ferguson TEE-A20 is fitted with a lighting kit. It went on to sell for £3,200.

This 1961 Massey Ferguson 35 was restored in 2001 and used on a smallholding since then. In very good condition, it sold for £4,000.

Looking to be an earlier restoration, this 1961 Massey Ferguson 65 was in good shape overall and sold for £4,900.

Seen in original unrestored condition, this Massey Ferguson 35 looked rather work-weary, but still sold for £2,000.

This 1969 Massey Ferguson 165 MKII 4-cylinder diesel tractor was in working condition and went on to sell for £5,600.

This 1978 Massey Ferguson 550 was said to have only had one previous owner. In good working condition for its age, it sold for £5,000.

it was beaten by a 1960 MF 35 that was again in excellent condition. Carrying the distinctive registration number YOR 6, this example really looked the part, and went on to sell for £9,000, grade 5.

There were also some MF 35X tractors in the sale. A Darlington registered example, which was said to have had two previous owners, sold for £4,200, grade 2, while in great shape, was a MF 35X Multi-Power that was fitted with a lighting kit and plough lamp. Again, bidding was brisk, with this 35X eventually selling for £9,000, grade 5.

There were also several Massey Ferguson 135s on offer, with the most expensive being a 1967 Multi-Power that sold for £10,800, grade 5. And somewhat generously 66 per cent of the 135's selling price was donated to the British Heart Foundation, a worthy cause indeed.

Moving on, and seen in original condition, was a 1969 Massey Ferguson 165 MKII that went on to sell for £5,600, while in similar working order was a 1975 MF 185, complete with cab, which found a new home when it sold for £8,000, grade 4.

Then came an original looking 1978 Massey Ferguson 550, which was said to have had one previous owner and sold for £5,000, grade 3, while having a more modern feel was a pair of MF 3690 Dynashifts. Both were in good working condition, with the first going on to sell for £14,000, grade 10, while the second dated from 1991 and was showing circa 8,000 hours on the clock. Again, there was some strong bidding, with this example making £18,000, grade 10.

Also in good working order was a 1995 Massey Ferguson 6120, which again looked capable of further work. That managed to sell for £16,500, grade 10, while the most expensive Massey Ferguson on offer was a 390T that dated from 1992. Complete with Hi-Line cab, it deservedly went on to sell for £23,000, grade 10.

Of course, there were several Massey Fergusons that didn't sell when they failed to meet their reserves, many of which were in excellent condition. These included some MF 35s and 135s, while a Massey Ferguson 178 in original working condition also didn't find a new home.

It was a very good sale though, with plenty of quality Massey Fergusons on offer, either in working condition, or fully restored ready for the rally field, with Massey Ferguson tractors certainly being prominent throughout the sale.

Highlights

M1098 1992 Massey Ferguson 390T c/w Hi-Line cab K897 OVL 5, £23,000.

M1114 Massey Ferguson 35X Multi-Power c/w lighting set kit and plough lamp 4, £9,000

M1116 1995 Massey Ferguson 6120 10, £16,500

M1118 Massey Ferguson 3690 Dynashift c/w front weights 10,570h 10, £14,000

M1136 1958 Massey Ferguson 65 possible pre-production model JSV 622 3, £4,000

M1139 1975 Massey Ferguson 185 4-cylinder diesel JAT 123N 3, £8,000

M1141 1991 Massey Ferguson 3690 Dynashift J197 KFE circa 8,000h 10, £18,000

M1143 Ferguson FE 35 grey/gold 5, £7,500

M1145 1961 Massey Ferguson 35 c/w Perkins direct injection engine 727 XWE 5, £7,500

M1146 1967 Massey Ferguson 135 Multi-Power KAO 652E 5, £10,800

M 1147 1960 Massey Ferguson 35 YOR 6 5, £9,000

M 1154 1948 Ferguson TEA-20 4-cylinder petrol KSL 702 4, £3,200

M1160 1964 Massey Ferguson 35 3, £4,200

M1162 1961 Massey Ferguson 35 4, £4,000

M1164 1961 Massey Ferguson 65 4, £4,900

M1173 Massey Ferguson 35 3, £2,000

M1174 1969 Massey Ferguson 165 MKII 3, £5,600

M1184 1978 Massey Ferguson 550 3-cylinder diesel CFM 826S, 1 previous owner, £5,000

T1214 1958 Massey Ferguson 65 Mk1 4-cylinder diesel, recent engine rebuild 4, £4,200

SURPRISES AT THE LATE CHRIS ROBINSON SALE

The opening gambit for us was the Ferguson Brown A at £14,500, grade 4.

MF 65 Mk 2 Multi-Power, grade 4, was knocked down at £4,600.

Looking good and original, the 1968 165 Multi-Power was got away at £5,500.

This MF 65 was got away at £4,600, looking good, grade 4.

Looking good, the 1965 Massey Ferguson 130 was yours at only £1,600.

The French MF 35 went on to sell for £1,800.

Completed on Friday 22 August the online Cheffins, late Chris Robinson sale was concluded in some style. This well known Lincolnshire hauler had amassed an eclectic collection of preserved tractors of all makes, including a raft of red and grey machines.

It started with the late Ferguson Brown A in grade 4 condition at £14,500, the set of grade 4 steel wheels to fit the same tractor sold for £4,000. The fine Massey Ferguson 65 Mk2 Multi-Power raised £5,500 in grade 4 condition, later the 65 Mk 2 grade 4 was knocked down at £4,600 and the roughish 135 for £4,000. Going back to 1958, the early original 35 diesel was yours at £3,000 and the French 25 grade 2 for £1,800. Another from over the water was the 35 four-cylinder at £2,600 and the 130 in original style, grade 3 condition made only £1,600.

Two original 35s came next: FE 35 petrol/paraffin £2,000 grade 3 and in similar condition the diesel version for £1,500. The 1968 Lambourn cabbed MF 165 grade 3 was moved on at £5,500 and the two Ferguson diesel grey/golds sold for £4,000 and £2,400 respectively, grade 3.

We later moved on to Massey-Harris: the 744PD, HVN855 was yours at £4,200, grade 4 and another example made £1,800, grade 2. The 101 made £1,300, again grade 4, as for the 1935 25 some £3,400 was paid for it, also grade 4. As for the Pony £2,000 and £750 were paid for them, grade 4 and 3 respectively. The Wallis 20-30 was got away at a good £7,000, grade 4 and a rough example at £900 in grade 1, was the order of the day.

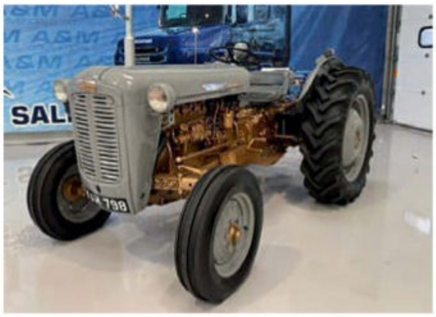
CLIFFORD SALE GOES WELL

Staged by Michael Doyle at the Clifford spares premises at Balldwyer, Tralee, County Kerry, Republic of Ireland on Saturday 27 August, where some 64 tractors were offered. There were two Ferguson Brown A tractors in the sale, one with wings and the other without, which sold well. As for the family machines the following was achieved: Ferguson TE-F (2) £1,724, MF 25 (2) £1,983, Massey-Harris 44 (1.7) £2,177, Ferguson TE-A P3 (2) £1,724, Massey Ferguson 21 diesel (2) £1,810 and £1,552, Ferguson TE-F (2) £2,070, Massey-Harris Pony (2) £1,100, Ferguson TE-F narrow (4) £2,414, Ferguson TE-F with lights (4) £1,897, Massey Ferguson 35 (4) £4,138, Ferguson TE-D (2) Massey Ferguson 25 (4) £2,931, Massey Ferguson 168 (5) £9,484, Massey Ferguson 168 vineyard £6,811, Ferguson Brown A No. 243 (2) £17,244, Ferguson Brown A No. 84 (2) £19,830, Massey Ferguson 2680 4WD (10) £11,208.

MASSEY FERGUSON 1800 V8 SELLS

On Friday 5 September at Lodge Farm, Lowford Heath, West Midlands, Cheffins concluded a three artic classic tractor sale, which featured other machines as well. However, the interest for us was the Detroit made Massey Ferguson 1800 No. 9C001992. The Caterpillar 3160 V8 engine tractor looked and sounded good and was not apparently overheating; it sold for £18,000 here.

RECORDS FALL AT A&M COMMERCIALS

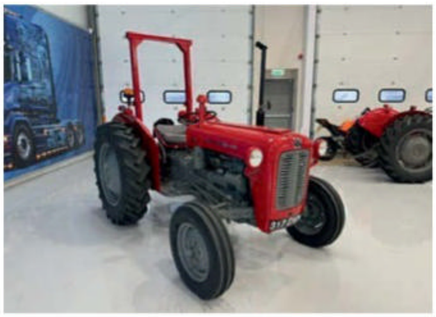


The top tractor in the A&M Commercials sale was the £20,000, 1957 Ferguson FE 35.

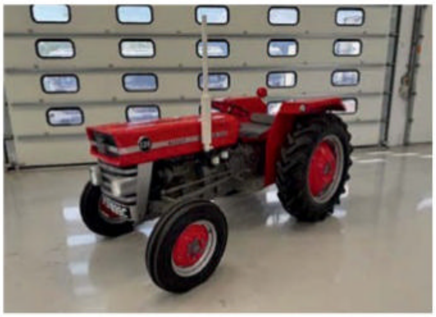
Malcolm Harrison was brought in by A&M Commercials at Warrington, Cheshire to sell a huge fleet of immaculate lorries and trailers. However, there were nearly 40 tractors on offer, mostly well restored grade 5/6. It was said that they had come from Ireland, as the company has a depot in Monaghan by all accounts.

With Irish connections there were lots of bidders from across the water, incredibly we went on to see records tumble and that started when we caught up with the second tractor on the lot, a 1957 Ferguson 35 grey/gold XAH798 sold for £20,000, yes you did read that correctly. As you will see from the list below nothing was cheap, with VAT on many of the lots.

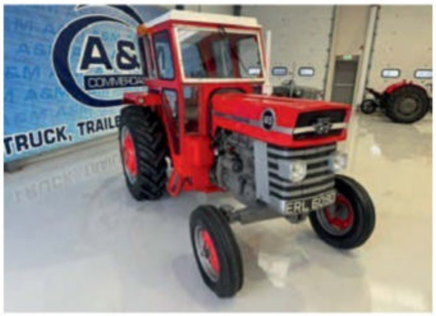
151 1957 Ferguson FE 35 diesel grey/gold XAH798 5, £20,000
152 1956 Ferguson FE 35 diesel grey/gold 353UXW 5, £13,000
153 Massey Ferguson 35X YHR883 5, £9,500
154 1965 Massey Ferguson 35X MS020 5, £15,000
155 1964 Massey Ferguson 35X ADT605B 5, £10,000
156 1963 Massey Ferguson 35X YTJ937 5, £11,000
157 1963 Massey Ferguson 35X ATE715A 5, £15,000
158 1961 Massey Ferguson 35 SSN725N 5, £8,500
159 1962 Massey Ferguson 35 520GWP 5, £8,000
160 1963 Massey Ferguson 35 317DVN with roll bar 5, £10,000
161 1969 Massey Ferguson 135 AZM837 5, £10,750
162 1965 Massey Ferguson 135 DCJ639C 5, £11,500
163 1970 Massey Ferguson 135 TNL539H 5, £14,000
164 1974 Massey Ferguson 135 PJR472M 5, £12,500



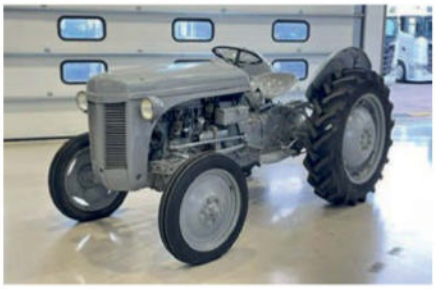
1963 Massey Ferguson 35 317DVN with roll bar grade 5, sold for £10,000.



An early 'Red Giant' from 1965 Massey Ferguson 135 DCJ639C went on to sell for £11,500.

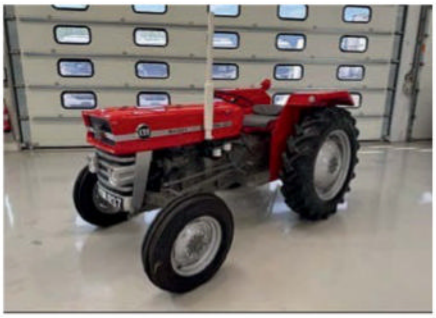


This Duncan cabbed Massey Ferguson 165 raised a very good £13,000.

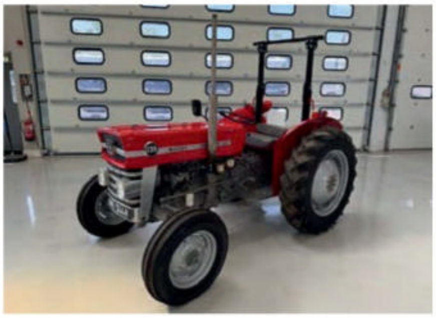


The following lot, a low swept exhaust TE-D, raised £3,500.

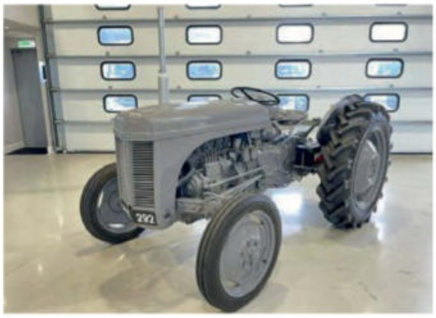
165 1968 Massey Ferguson 135 PN11187 5, £10,750
166 1969 Massey Ferguson 135 5, £10,000
167 1982 Massey Ferguson 165 with cab 5, £13,000



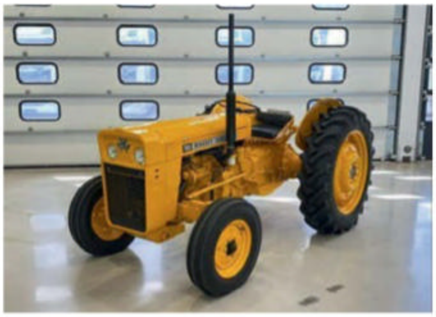
This 1969 Massey Ferguson 135 AZM837 went on to sell for £10,750.



Going on to sell for £14,000 was the 1970 Massey Ferguson 135 TNL539H.



Later on came the Ferguson TE-F, which made £3,000 here.



Looking good, the Massey Ferguson 203 brought the MF family selection to a close at £5,500.

168 Ferguson TE-F 292 5.5, £3,000
169 Ferguson TE-D p/p 5.5, £3,500
170 Massey Ferguson 203 industrial 6, £5,500

KEEN FAMILY FAN

Very busy farmer and keen Massey Ferguson fan, the late Dennis Oakley of Jubilee Farm, Dorrington, Shrewsbury, collected much family machinery and was going to create a museum, but it never quite happened, although he supported many National and Welsh vintage road runs over the years. H. J. Pugh was called in to disperse the collection on Thursday 18 September. It consisted of many original implements and some restored; we have printed a selection of their prices here to give you an idea of current values for such items. The highlight in the tractors was the rare original MF 135 rowcrop, which sold for £3,500.

The weather was rather indifferent for the late Dennis Oakley sale. The MF 165 Multi-Power grade 5 sold at £6,600.

Dennis loved his 35 industrial and took part in many road runs; it sold at £5,400.

The highlight in the tractor section had to be the genuine Eastern Tractors supplied 135 rowcrop at £3,500.

The original style Ferguson TE-A with Bombardier tractor was yours at £4,600.

Implement Highlights

159 Ferguson BIE-A20 earth scoop 2/3, £240
160 Ferguson Tip-slip, 2, £380
164 Massey Ferguson 718 buck rake 4, £400
165 Massey Ferguson fertilizer spreader 4, £220
166 Ferguson saw bench 4, £70
167 Ferguson sack lifter 2/3, £420
168 Ferguson post auger 2/4, £220
169 Massey Ferguson 557 weight transfer 2/3, £80
170 Massey Ferguson 557 weight transfer 3, £50
171 Ferguson rear mounted crane 4, £120
172 Ferguson 3-point crane 4, £120
173 Ferguson rear mounted crane (genuine) 4, £400
174 Massey Ferguson 135 weight transfer 3, £60
175 Ferguson subsoiler 4, £100
176 Ferguson mole plough 5, £300
177 Ferguson single row ridger 4, £30
178 Ferguson 9-tyne cultivator 4, £50
179 Ferguson AF4 grader 4 £280
180 Ferguson RED20 8-tine 3-row planter 4, £90
181 Ferguson 11-tine cultivator 5, £180
182 Ferguson 2-row cultivator 5, £140
184 Ferguson BKE-20 steering hoe 5, £160
185 Ferguson folding harrows 5, £70
186 Ferguson 9-tyne harrows 5, £140
187 Ferguson long reach bale lifter 4, £450
188 Ford/Ferguson Sherman 2-furrow plough 5, £140
189 Ferguson folding weeder 5, £120
208 Ferguson front loader in parts 3, £400
217 Ferguson Reekie rake 6-tine 5, £520
226 Ferguson Brown 2-furrow plough 5, £680
227 Ferguson 2-furrow plough 2, £180
235 Ferguson 2-furrow disc ploughs 3, £850
237 Ferguson rotovator 2/3, £380
239 Ferguson hydrovane compressor 4, £2,000
242 Ferguson hammer mill 2/3, £360
243 Ferguson 704 winch 2/3, £1,200
244 Ferguson discs 5, £420
254 Ferguson steel much spreader 2/3, £2,000

Tractor Highlights

280 Ford Ferguson 2N 2/3, £900
281 Ferguson TE-14560 2/3, £1,200
282 Ferguson TE-A9147 with Bombardier tracks 2/3, £4,600
283 Ferguson 35 grey/gold diesel 4, £2,400
284 Massey Ferguson 35 in black 2, £1,800
285 Massey Ferguson FE 35 SKM127435 4, £2,200
286 1963 Massey Ferguson 35 industrial V5c 5, £5,400
287 Massey Ferguson 205 707365 industrial V5c 4, £2,000
288 Massey Ferguson 35 84245 old buff log book 4, £5,700
289 Massey Ferguson 135 125835 3-wheeler ex-Eastern Tractors 2/3, £3,500
290 Massey Ferguson 65 Mk2 SNY521484 3, £2,400
291 Massey Ferguson 65 SNY30126 3 4, £4,400
292 Massey Ferguson 165 Multi-Power 562662 4, £6,600
293 Massey Ferguson 390 2WD E580UNT V5c rough 9, £5,000
294 2003 Massey Ferguson 4345 4036h 9.4, £12,700

SALES DIARY

Jayne Love gives you all an exclusive up-to-date list of sales you might like to partake in. It could be just where that elusive part or first time tractor you have been looking for is within the lots. If your sale is not listed and want to be included please get in touch, **peterlove@madasafish.com** tel: 01323 833125.

NOVEMBER

4 to 12 - Online Collective Sale of Tractors, Plant, Vehicles, Trailers, Machinery, Tools & Spares. Clarke & Simpson, www.clarkeandsimpson.co.uk

7 - Collective Machinery Sale Greenslade Taylor Hunt in conjunction with Gwilym Richards. Chepstow Racecourse, Chepstow, Monmouthshire NP16 6EH. Greenslade Taylor Hunt, tel: 01278 410250.

7 - Collective Machinery & Equipment Sale. Ashford Market, Monument Way, Orbital Park, Ashford, Kent TN24 0HB. Hobbs Parker, tel: 01233 506246.

7 - Collective Machinery Sale. Applegarth Mart, Northallerton, DL7 8LZ. Northallerton Auctions Ltd, tel: 01609 772034.

7 & 8 - Monthly Collective of Tractors, Plant, Implements, Livestock Equipment, Oak Beams & Firewood. Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

8 – Vintage Auction at Newark Vintage Tractor & Heritage Show. Newark Showground, Lincoln Road, Newark, Nottinghamshire NG24 2NY. Brown & Co, brown-co.com

8 - Collective Auction of Vehicles, Farm Machinery & Associated Tools, Equipment & Firewood. Hexham & Northern Marts, Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, tel: 01434 605444.

12 to 14 - Auction – Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

13 - Online Machinery Sale Incorporating Rural Domestic Bygones. Clitheroe Auction Mart, www.auctionmart.co.uk

18 – Auction of Agricultural Tractors, Combine Harvesters, Self Propelled Sprayer, Telescopic Loaders, Implements & Machinery. Cambridgeshire. Cheffins, www.cheffins.co.uk

22 – Auction of Automobilia, Petroliana, Enamel Signs & Advertising Collectables. Machinery Saleground, CB6 2QT. Cheffins, tel: 01353 777767.

26 - Thrapston Collective Machinery & Equipment Sale. Bletsoes, tel: 01832 732241.

27 to 7 Dec - South West Online Timed Auction of Tractors, Vehicles & Diggers, Farm Machinery, Livestock & General Equipment. Stags, www.stags.co.uk

28 - Kidderminster Machinery Sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, tel: 01743 450700.

28 - Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk

DECEMBER

1 - Online Sale of Implements, Plant, Machinery etc. Dingwall. Dingwall & Highland Marts Ltd, www.dingwallhighlandmarts.com

1 & 2 - Cambridge Machinery Sale. The Saleground, Sutton, Ely, Cambridge CB6 2QT. Cheffins, tel: 01353 777767.

3 – Online Machinery Sale. Harrison & Hetherington, www.harrisonandhetherington.co.uk

4 – Prissel Collection of Late Model Muscle. Online bidding. E7679 WI-85 Mondovi, WI, USA. Aumann Auctions, www.aumannvintagepower.com

4 - Toy & Transport Auction. Burwash Road, Heathfield, East Sussex. Watsons, tel: 01435 862132.

6 – Sale to include Vintage & Classic Tractors, Spares, Stationary Engines, Enamel Signs & other Petroliana. Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

6 - Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.

7 – Premier Deere VII Auction – Toys, Literature, Memorabilia & Signs. Online Bidding. Nokomis, IL, USA. Aumann Auctions, www.aumannvintagepower.com

8 to 16 - Online Collective Sale of Tractors, Farm Machinery & Effects. Symonds & Sampson, www.auctions.symondsandsampson.com

10 – Festive Auction – Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk

11 - Online Machinery Sale Incorporating Rural Domestic Bygones. Clitheroe Auction Mart, www.auctionmart.co.uk

11 - Collective Machinery Sale. Sedgemoor Auction Centre, TA6 6DF. Greenslade Taylor Hunt. Tel: 01278 410250.

12 - Shrewsbury Plant & Machinery Sale. Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shewsbury SY14 3DR. Halls, tel: 01743 462620.

12 & 13 - Monthly Collective of Tractors, Plant, Implements, Livestock Equipment, Oak Beams & Firewood. Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire HR8 2LP. H J Pugh & Co, tel: 01531 631122.

JANUARY 2026

31 – Auction at Somerset Tractor Show. H J Pugh & Co, www.hjpugh.com

FEBRUARY

21 – Auction at Tractor World – Vintage & Classic Tractors, Implements, Tractor Spares & Agricultural Bygones. Malvern Worcestershire. H J Pugh & Co, www.hjpugh.com

APRIL

11 – Annual Collective Machinery Sale. Spalding. Longstaff, www.longstaff.com

JUNE

6 – Private Dispersal Sale of Vintage & Classic Tractors, Implements, Spares & Rare Bygones. Yeovil, Somerset. H J Pugh & Co, www.hjpugh.com

2026
TRACTOR CALENDAR

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PRICE GUIDE

Our bi-monthly price guide reflects the prices that have most recently been paid for veteran, vintage and classic tractors. The prices are based on tractors sold at sales, privately and in some overseas markets as well. Naturally things change as the months progress, but you will get a good feel as to what has been going on.

We have laid out the guide in six bands and, to expand on the key (right), band one is a tractor that normally isn't running, but can be restored; band two is a tractor that is running and needs some work; band three is the critical one as it is for original type tractors – vehicles that are essentially straight, have good tinwork, have not been resprayed, run well and normally have very low hours. Now there can be exceptions to the rule, but these tractors in most cases command higher prices and, in some cases, raise more than a good restored tractor.

Band four represents an older restored tractor that normally runs, but has not been looked at for a while perhaps; band five is for a restored tractor that does everything it should and looks great. However, the ultimate is band six – these are concours tractors that have been gone right through and don't come up very often.

All the prices quoted are what we call hammer prices and do not include UK VAT, commission or value added tax in the USA. If you cannot find your make or model, or need any advice, call our compiler, telephone: 01323 833125.

PRICE GUIDE BANDS EXPLAINED

BAND ONE:	Possibly not running, but in very complete condition. Known at times as ex-farm condition.
BAND TWO:	Will run but needs work done to it.
BAND THREE:	In original condition (see notes left).
BAND FOUR:	Older restoration, but complete and should run.
BAND FIVE:	Average restored condition and ready to go.
BAND SIX:	Concours. Restored tractors in exceptional condition.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WALLIS							
Wallis Cub	1914-17	£17,450	£28,000	£46,000	£34,000	£54,000	NA
Wallis Cub Junior	1917-19	£16,500	£26,000	£42,000	£34,500	£37,900	NA
Model K	1919-23	£1,800	£2,900	£7,400	£6,200	£8,200	NA
Model OK 15-27	1923-27	£2,100	£2,800	£6,700	£7,100	£8,800	NA
Model 12-20	1929-32	£1,900	£3,600	£8,100	£9,200	£11,200	NA
Model 20-30	1927-32	£2,800	£4,400	£8,400	£7,900	£9,700	NA
FERGUSON							
Ferguson-Brown	1936-37	£13,500	£14,500	£34,000	£24,600	£36,200	NA
Ferguson-Brown	1938-39	£11,800	£14,500	£33,500	£26,200	£41,000	£53,000
Ferguson-Brown Industrial	1936-39	NA	NA	NA	NA	£29,900	NA
TE-20 Continental	1946-48	£1,200	£2,100	£9,200	£3,700	£4,600	£7,100
TE-20 Narrow Perkins P3 Conversion	1946-48	£1,300	£2,300	£4,100	£3,100	£5,200	NA
TE-A 20	1947-56	£950	£1,250	£1,900	£4,900	£5,400	£6,100
TE-A 20 half-track	1947-56	NA	£4,500	£24,000	£7,600	£16,400	NA
TO-20	1948-51	£1,200	£1,700	£3,900	£2,600	£3,700	NA
TE-D 20	1949-56	£1,100	£1,200	£6,200	£2,100	£4,250	£6,750
TE-D 20 full-track	1949-56	NA	NA	NA	£7,500	NA	NA
TE-D 20 Twose roller	1953-56	£4,750	£6,900	£21,500	£9,800	£24,000	NA
TE-F 20	1951-56	£1,700	£2,600	£9,200	£3,800	£5,900	£7,600
TE-F/T 20 Industrial diesel	1951-56	NA	£2,950	£9,300	£4,900	£6,900	NA
TE-E 20 Narrow p/p	1949-56	£1,200	£1,700	£4,600	£3,100	£4,300	£4,900
Perkins P3 Conversion	1946-56	£1,200	£3,150	£4,200	£3,600	£4,600	£6,400
Reekie Narrow/fruit tractor	1948-54	£1,350	£2,580	£4,560	£5,200	£5,650	£6,900
Lenfield conversion	1948-56	£1,325	£1,650	£4,200	£2,400	£4,400	NA
TE-L 20 Vineyard p/p	1952-56	£1,100	£2,100	£5,300	£3,400	£4,500	£7,100
TE-K 20 Vineyard petrol	1952-56	£1,120	£1,800	£4,300	£2,900	NA	£4,350
TE-P 20 petrol Industrial	1952-56	£1,350	£3,100	£4,900	£13,200	£6,200	NA
TE-E 20 Narrow	1951-56	£1,350	£1,900	£4,900	£6,600	£7,200	NA

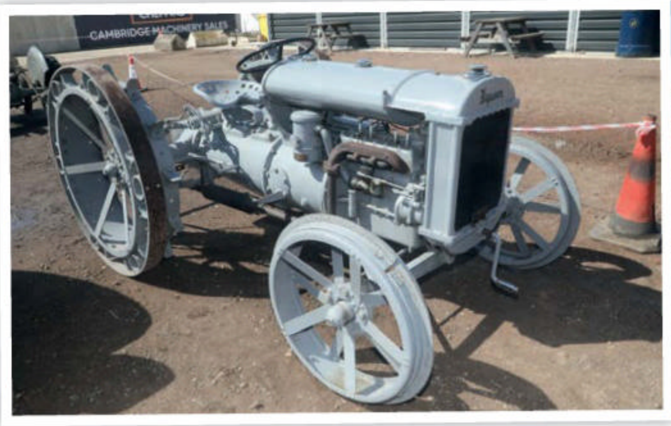
MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6-
TO-30 USA-built	1951-54	£1,900	£2,300	£4,100	£3,100	£4,100	NA
TO-35 USA-built	1954-57	£1,600	£2,800	£4,700	£3,500	£5,250	NA
FE-35 Grey & gold (diesel)	1956-57	£1,200	£2,300	£5,200	£3,600	£5,400	£7,200
FE-35 Grey & gold (p/p)	1956-57	£1,300	£2,100	£3,900	£3,100	£4,900	£6,200
FE-35 Grey & gold vineyard	1956-57	£1,100	£3,900	£5,900	£4,100	NA	£6,500
FE-35 Grey & gold petrol	1956-57	NA	£3,100	NA	NA	NA	NA
FE-40 USA-built	1956-57	£1,400	£1,500	£4,900	£2,900	£3,900	£6,200
FE-40 Hi with implement	1956-57	NA	£2,400	NA	NA	£6,200	NA
MASSEY FERGUSON							
50 gas USA-made	1958-59	£1,200	£1,450	£3,400	£3,900	£5,200	NA
95 & Super 95 (MM)	1958-62	£2,250	£3,400	£6,900	£4,100	£7,800	£10,400
97	1962-65	£3,100	£4,200	£7,700	£5,800	£9,700	NA
97 4x4 (MM)	1962-65	£3,900	£4,600	£7,100	£7,900	£10,400	NA
98 GM-371 (Oliver-built)	1959-60	£3,300	£4,800	£5,100	£6,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,100	£2,900	£7,900	£3,900	£7,950	£9,900
35 Standard Industrial	1957-59	£1,700	£2,250	£6,600	£4,200	£7,100	£8,200
35 Standard petrol-paraffin	1959-64	£950	£1,950	£5,900	£3,900	£5,600	£8,200
35 High 'C' Petrol	1959-64	NA	NA	£6,200	NA	£7,400	NA
35 Standard petrol/paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£6,200	NA
35 Perkins 3.152 engine	1959-62	£1,900	£3,800	£12,600	£4,900	£11,200	£14,700
35 Industrial	(not X)	£1,800	£2,900	£14,900	£6,400	£5,700	£7,700
85 Continental engine	1958-62	£2,100	£2,600	£7,900	£4,100	£9,500	NA
88 Continental engine	1959-62	£2,600	£3,400	£6,400	£3,900	£8,800	£7,900
90 Super	1961-65	£2,800	£3,600	£6,900	£5,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,400	£4,100	£14,600	£5,900	£12,100	£14,900
35X with Multi-Power	1962-64	£1,950	£4,900	£18,800	£9,800	£17,000	£18,900
35 Hi-Clear	1959-64	NA	£4,600	NA	NA	£9,200	NA
35X Industrial	1962-64	£2,600	£4,600	£15,200	£8,200	£13,100	£15,100
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£9,500	£8,100	£10,250	NA

Some £14,500 was paid for the grade 5.5 Massey Ferguson 65 MK2 no. JMY578356 at the Cheffins Vintage Collective on Saturday 18 October.

Making record money on Saturday 18 October was this grade 5 1947 Ferguson TE-20 Continental no. TE10622 at £11,800.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6X
35X Golf course (grass tyres)	1962-64	NA	NA	£6,100	NA	NA	NA
65 Mk1	1958-60	£1,600	£3,300	£7,800	£5,600	£11,600	£14,600
821 French Hanomag diesel	1959-61	£950	£1,300	£2,700	£2,100	£3,100	£3,200
21 French Peugeot petrol	1959-61	£900	£1,250	£2,950	£3,800	£4,600	NA
DT7000 (Landini MF) 4x4	1960-64	£1,200	£2,850	£6,200	£4,200	£6,600	NA
25/825 French Perkins diesel	1960-64	£1,700	£1,800	£3,600	£4,200	£4,500	NA
37 French	1962-64	£1,800	£2,700	£3,400	£3,100	£5,200	NA
42 French	1962-64	£1,900	£2,800	£4,100	NA	£5,700	NA
65 Mk2	1960-64	£1,850	£3,400	£9,100	£6,100	£9,900	£12,100
65 Mk2 with winch	1960-64	£1,950	NA	£5,900	NA	NA	NA
65 Mk2 Vineyard	1962-64	NA	£3,400	£6,700	NA	NA	NA
MF 65/765 Industrial	1958-64	NA	NA	£5,800	NA	NA	NA
65 MK2 Multi-Power	1961-64	£2,100	£3,800	£12,900	£7,300	£11,200	£13,600
130 French	1964-72	£1,900	£2,900	£4,100	£3,800	£5,100	£7,200
130 French Vineyard	1964-72	£2,100	£2,900	£4,100	NA	NA	NA
135	1965-71	£2,600	£4,600	£18,100	£5,900	£14,100	£19,000
135	1971-79	£2,800	£7,800	£13,700	£6,450	£13,600	£16,200
135 Multi-Power	1965-79	£3,100	£5,100	£14,200	£7,900	£14,200	£18,750
135 Vineyard	1965-79	£2,900	£4,500	£6,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£4,100	£8,900	£6,400	£8,700	£12,300
135X MP Industrial	1965-79	NA	NA	NA	NA	NA	£34,000
135 petrol (Standard engine)	1965-79	£2,800	£4,100	£7,200	NA	£8,200	NA
2130 (Industrial)	1965-72	£2,700	£2,950	£5,800	NA	£9,100	NA
135 petrol (Perkins engine)	1972-79	NA	NA	£7,400	NA	NA	NA
135 4x4	1965-79	£6,900	£8,100	£16,750	£12,100	£17,200	NA
2135 (French-made)	1966-72	£1,200	£2,400	NA	NA	£5,900	NA
140 Super French	1965-75	£1,900	£2,400	£5,200	£4,100	£8,200	NA
145 French	1965-75	£1,950	£2,600	£5,300	£3,900	£7,900	£10,400
155 French	1965-75	£2,100	£2,900	£3,800	NA	£7,900	NA
152 Vineyard	1971-79	£2,800	£4,400	£5,400	£4,200	£4,900	£5,300
165	1965-71	£3,900	£4,900	£10,400	£6,700	£8,750	£12,250
165 4WD	1966-75	NA	£9,500	£16,900	NA	£25,700	NA
165 Multi-Power	1965-71	£4,450	£7,200	£17,250	£6,450	£18,900	£21,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
165 Multi-Power	1971-79	£4,300	£7,400	£18,000	£9,800	£18,200	£19,100
165 4WD MP	1968-78	NA	£9,900	£19,400	NA	£24,800	NA
175	1965-68	£3,600	£4,900	£18,400	£6,950	£19,000	£21,100
178S	1968-71	£3,900	£4,400	£8,000	£5,900	£7,900	NA
178 Multi-Power	1968-72	£4,890	£6,900	£19,600	£10,250	£14,425	£19,500
178 4WD MP	1968-78	NA	£7,900	£19,200	NA	£21,400	NA
158	1968-74	£2,300	£3,100	£5,200	£4,200	£7,100	£8,200
148 French	1972-78	£1,950	£4,600	£7,300	£6,900	£9,100	NA
158 4WD	1968-74	N/A	N/A	N/A	N/A	£22,000	N/A
148 (eight-speed)	1972-78	£2,900	£3,100	£11,900	£9,100	£12,400	£14,650
148 Multi-Power	1972-78	£3,500	£5,900	£14,200	£8,900	£14,700	£17,100
168 Multi-Power	1971-78	£3,700	£5,500	£17,800	£9,600	£15,100	£18,500
168 4WD	1971-78	£4,900	£12,200	£16,100	£10,400	£17,400	NA
185	1971-78	£3,900	£4,300	£12,600	£9,900	£16,800	NA
188 Multi-Power	1971-78	£5,900	£9,575	£33,300	£14,800	£18,700	£24,100
188 4WD	1971-78	£6,600	£12,400	£28,500	£17,100	£24,400	£28,500
1100	1964-67	£4,400	£8,400	£16,200	£11,900	£15,700	£17,200
1080	1968-72	£4,100	£6,900	£12,700	£8,800	£12,800	£16,300
1130	1964-72	£4,700	£9,200	£18,900	£12,950	£14,100	£17,200
1105-1135-1150	1973-78	£5,900	£8,950	£12,100	£9,800	£15,900	£16,400
1200	1975-79	£8,700	£17,000	£43,500	£27,500	£56,000	£58,600
1250	1979-80	£9,600	£18,500	£46, 900	£29,900	£51,800	£54,500
1505	1974-76	£10,200	£19,200	£48,000	£31,100	£50,700	NA
4840	1980-82	£9,900	£14,500	£27,100	£18,900	£29,400	NA
2745	1978-83	£7,900	£8,500	£16,500	£12,600	£18,200	NA
2805 V8	1976-83	NA	£12,700	£26,800	NA	NA	NA
550	1976-79	£4,400	£6,700	£27,900	£10,900	£15,900	£19,750
565	1976-82	£5,100	£6,800	£17,100	£10,800	£16,200	£18,500
575	1976-83	£5,700	£6,750	£19,100	£14,200	£15,900	£19,600
590	1976-83	£5,750	£6,700	£18,200	£9,200	£13,300	£18,100
592 French	1979-84	NA	NA	£12,500	NA	NA	NA
595	1979-83	£4,750	£8,700	£26,200	£9,900	£14,900	£26,300
1102S (Eicher German-built)	1980-83	NA	£7,600	£10,300	NA	NA	NA



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
230	1979-83	£5,600	£8,400	£21,900	£7,200	£12,650	NA
240	1983-99	£5,800	£8,600	£13,200	£8,600	£12,300	£14,400
240 4WD	1983-99	£6,700	£9,800	£20,200	£11,900	£12,800	£14,200
245	1976-83	£4,400	£7,600	£16,700	£9,800	£11,100	NA
250	1983-86	NA	£5,900	£16,800	£12,100	£12,900	NA
250 4WD	1983-86	£7,900	£9,600	£16,800	£13,100	£14,900	NA
254 4WD	1982-87	£8,900	£9,750	£10,600	£9,500	£10,400	NA
265	1974-83	£4,500	£7,600	£14,200	£7,600	£15,500	NA
275	1974-83	£4,400	£6,900	£15,800	£8,900	£16,200	NA
275 4WD	1974-83	NA	£7,500	£16,800	NA	NA	NA
275C Crawler	1975-84	£4,700	£7,300	£9,600	NA	£9,100	NA
290	1983-86	£5,100	£6,400	£10,760	£11,950	£16,950	NA
298	1985-86	£4,900	£6,700	£12,500	£12,400	£18,700	NA
362C Crawler	1980-89	£5,600	£8,950	£9,400	£7,600	£11,500	NA
675	1980-86	£6,200	£8,600	£51,500	£18,870	£26,950	NA
690	1983-86	£5,500	£8,700	£26,800	£17,900	£26,750	NA
698	1983-86	£5,900	£9,800	£14,800	£14,100	£19,200	NA
698T	1985-87	£6,400	£9,950	£18,300	£12,400	£23,500	NA
699	1984-87	£6,700	£7,100	£16,600	£11,200	£18,400	NA
2620	1981-84	£5,700	£9,300	£18,500	£14,100	£28,900	NA
2640	1981-84	£6,400	£9,440	£18,800	£15,100	£24,200	NA
2645	1984-87	£5,950	£9,450	£19,750	£15,240	£23,300	NA
2680	1981-84	£4,200	£9,900	£26,500	£19,750	£26,200	NA
2680 4WD	1981-84	NA	£6,400	£28,900	£28,700	£27,500	NA
2685	1984-87	£7,900	£10,100	£23,300	£16,400	£22,200	NA
2720	1981-84	£7,950	£9,400	£26,700	£16,600	£24,600	NA
2725 4WD	1984-87	£7,450	£14,800	£41,500	£19,500	£28,700	NA
350 2WD	1986-95	£7,600	£10,900	£36,800	£26,600	£24,500	NA
360 2WD	1986-95	£7,750	£10,250	£38,800	£23,700	£28,700	NA
360 4WD	1986-95	£7,800	£11,800	£36,000	£22,200	£32,000	£42,500
390 2WD	1986-97	£9,750	£12,400	£39,000	£24,600	£34,700	£46,250
390T 2WD	1986-97	£9,750	£13,800	£51,500	£26,500	£34,600	£48,500
390T 4WD	1986-97	£10,200	£17,600	£68,800	£29,200	£42,900	£58,000
342 2WD	1993-97	£8,740	£12,850	£35,000	£14,800	£21,000	£28,200
342 4WD	1993-97	£9,600	£14,100	£39,000	£16,200	£24,000	£31,000

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MASSEY-HARRIS							
No. 2	1920-23	£11,850	NA	NA	£44,200	NA	NA
No.3	1920-23	£40,000	£47,000	£62,500	£51,000	£58,000	NA
12-20 (also as Wallis)	1926-35	£2,400	£3,700	£5,200	£4,700	£7,300	NA
General Purpose 4x4 SV & OHV	1930-36	£6,900	£9,800	£14,200	£11,900	£14,200	£16,500
Type 25	1933-38	£2,250	£3,400	£7,800	£5,200	£6,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	£1,900	£3,400	£6,200	£5,800	£7,700	NA
Challenger Standard axle	1938-39	£1,950	£2,900	£6,400	£4,400	£5,900	NA
Pacemaker styled	1937-39	£2,260	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super Standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	£1,700	£2,300	£4,500	£5,700	£5,600	NA
102 Junior Standard	1939-46	£1,100	£1,800	£2,400	£4,600	£3,100	£5,000
102 Senior Standard	1941-45	£1,300	£2,100	£4,600	£3,300	£4,200	NA
201 245 cu in Chrysler engine	1940-42	NA	£3,600	£6,900	£7,900	£8,100	NA
203 303 cu in Continental	1940-47	£3,200	£3,800	£6,100	£5,900	£7,300	£8,400
203 Perkins P6	1940-47	NA	NA	£5,250	NA	NA	NA
44	1946-53	£1,800	£2,300	£3,000	£3,100	£4,200	NA
55D	1949-55	£2,000	£2,400	£4,900	£2,900	£4,800	NA
55K	1947-55	£1,800	£2,800	£5,900	£4,200	£5,100	NA
22	1948-53	£1,900	£3,800	£3,000	£3,100	£3,500	NA
744 PD	1948-53	£3,400	£3,800	£6,800	£4,500	£6,700	£7,500
744 PD Hi-Arch	1948-53	£3,800	£5,600	£6,900	£4,800	£6,800	NA
745 (inc Sunshine model 1)	1954-57	£3,800	£3,700	£4,900	£3,900	£5,900	£6,750
745S	1957-58	£3,600	£3,700	£6,200	£4,400	£6,900	£7,200
333 V rowcrop	1954-57	NA	£1,200	NA	£2,700	£3,600	NA
555	1954-57	NA	£3,700	NA	£4,100	£4,600	NA
444	1954-57	£900	£1,900	£4,200	£3,800	£5,100	NA
Pony 11 & 14 Woodstock CN made	1947-57	£1,000	£1,900	£2,400	£2,100	£2,900	£4,100
Pacer 16	1953-56	£1,600	£1,900	£3,300	£2,100	£3,200	£4,750
Pony 811-812- 814-820 French	1951-58	£1,000	£1,400	£2,600	£2,300	£2,700	£3,700

Classic Massey & Ferguson enthusiast

The independent Ferguson and Massey Ferguson magazine

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Fax: 01959 541400

We advise not to send photographs via fax

Email: tractors@kelseyclassifieds.co.uk

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☐ TRACTORS FOR SALE ☐ TRACTORS WANTED ☐ PARTS AND IMPLEMENTS FOR SALE ☐ PARTS AND IMPLEMENTS WANTED
☐ LITERATURE FOR SALE ☐ LITERATURE WANTED ☐ MISCELLANEOUS FOR SALE ☐ MISCELLANEOUS WANTED

ADVERT DETAILS *PLEASE COMPLETE ALL OF THE FOLLOWING INFORMATION.*

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ADVERTISER DETAILS:

NAME: ....
ADDRESS: ....
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TOWN: ....
COUNTY: ....
POSTCODE: ....
COUNTRY: ....
TEL*: ....

PAYMENT DETAILS

☐ I enclose my cheque/PO for £...........payable to Classic Massey and Ferguson enthusiast

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Card No:...................... /......................... /......................... /......................... Signature: ....

For AD QUERIES call: 0906 802 0279 Lines open 10am to 4pm (Mon - Fri) . Calls cost 61p per minute plus network extras. Calls from mobiles and some networks may be considerably higher. Service provided by Kelsey Media.

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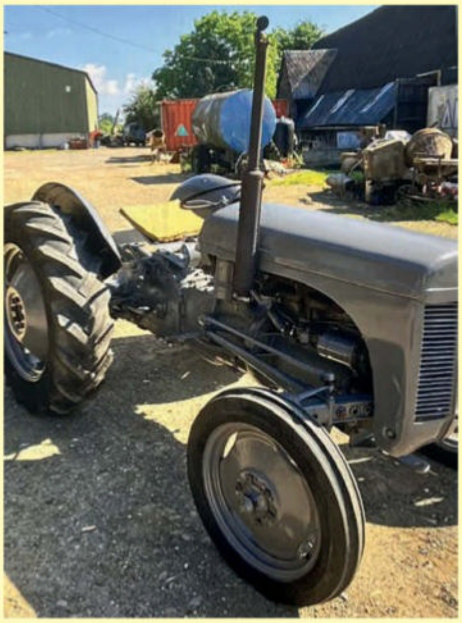
- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call Talk Media Sales 01732 445325.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.

FERGUSON

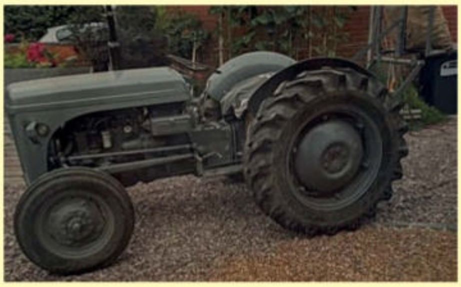
FERGUSON T20



£1,900. Fergey T20, petrol, recent full rebuild, good clean tractor. Please call 07515 939801, Buckinghamshire

6011

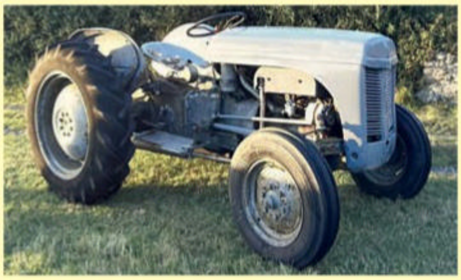
FERGUSON TED 20



£3,000. Ferguson Petrol/ TVO with old log book. New C5 and with Ferguson sack lift. Please call 07506 273964, Shropshire

6174

FERGUSON TED 20



£1,280. 1950, no V5. New exhaust, radiator carburettor, converted to 12V. N. Wales. Please call 07900 617630, Anglesey

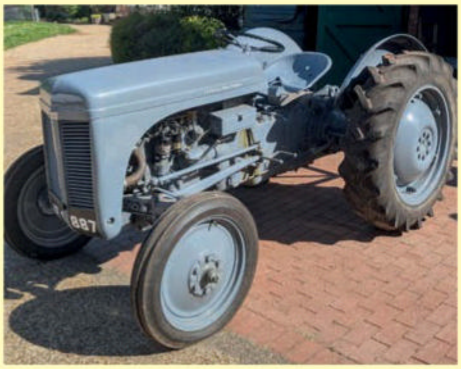
6181

FERGUSON TET INDUSTRIAL

£4,500. Hydraulic brakes and hand brake- completely rebuilt 5 years ago, engine transmission and brakes overhauled- repainted, 4 new tyres currently in France transport to UK possible V5. Please call 0033060 230379, Shropshire

6176

FERGUSON



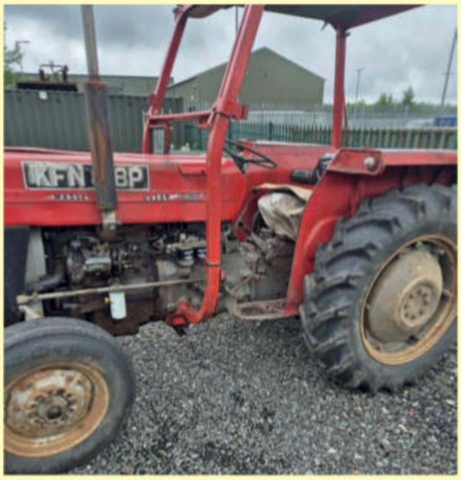
£4000. Colour: Grey. Fuel: Petrol. Wheel plan: 2- axle - rigid body. Location is Swaffham in Norfolk. Please email info@specoffice.co.uk, Norfolk

GREY FERGUSON TRACTOR

POA. Please call 07976 434090, Kent

MASSEY FERGUSON

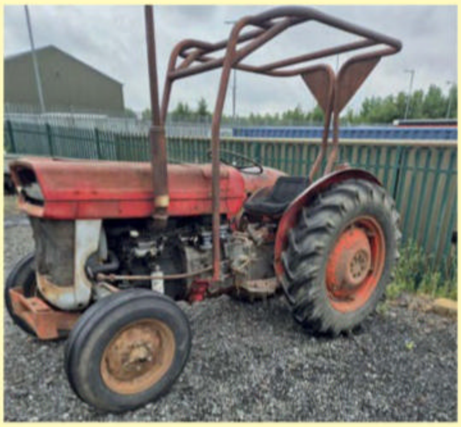
MASSEY FERGUSON 135



1976, £5,750. Just serviced ready for work or restoration! Please call 07980452359, South East

6313

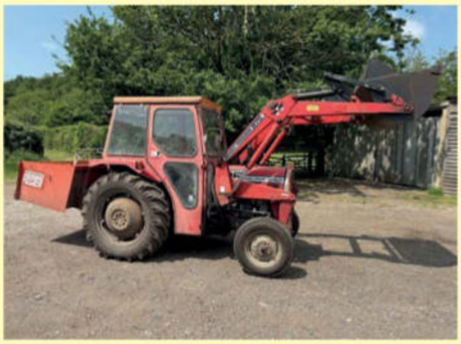
MASSEY FERGUSON 135



1975, £5,250. Just serviced ready for work or restoration! Please call 07980452359, South East

6312

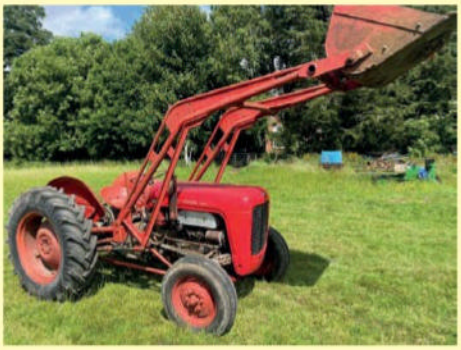
MASSEY FERGUSON 240



1980, £7,250. Massey Ferguson 240 Gold badge edition, with front loader. Bought brand new by us, used for Horticultural use only. 3493 hours. Annual service. New tyres recently. Business closing- surplus to requirements. Please call 01276 858028 or 07966299713, Surrey

6285

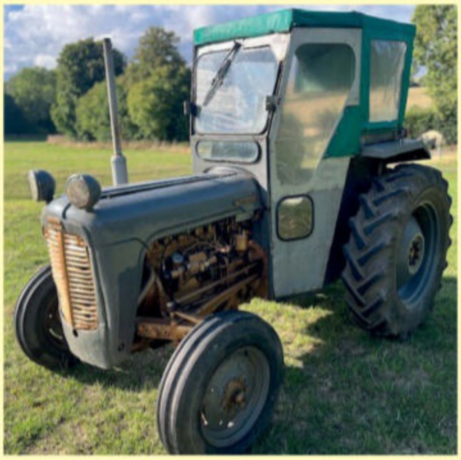
MASSEY FERGUSON 35



£3,750. Pet/tvo a good working example. Please call 07821 184799, Shaftesbury

6405

MASSEY FERGUSON FE35



POA. Older restoration, starts well. Please call 07821 184799, Shaftesbury

6402

MASSEY FERGUSON

£4100. Massey Ferguson 35 3 cylinder, 4 new tyres, VGC. Please call 07816347623, East Midlands.

MASSEY 5612 WITH LOADER

2016, £45,500. Massey Ferguson 5612 2016 with 946 loader. Multi function joystick, front and cab suspension, twin hydraulic pump, 2 electric +2 manual spools. High vis roof. Rear wheel weights. Push out hitch. Re map to 135hp. 44k road speed. Top of the range tractor in really good condition. 4300hrs. Owned from new, £45500 plus vat. Please call 07850739699, Berkshire

6130

MASSEY FERGUSON 135

£4,350. Massey 135 diesel tractor, in good working order, excellent for general purpose use, grassland tyres, viewing welcome, V5 road registered, Ashford Kent. Please call 07444621694, Kent

6093

MASSEY FERGUSON 135

£8,000. 1977. Fully refurbished with V5. Please call 07578 760764, Scotland

6243

MASSEY FERGUSON 6270

£21,000. 2003 - 75% tyres all round, serviced by main dealer, reliable. Nearly new grab bucket available separately. £21,000 + vat. Please call 07860 260630, East Sussex

6223

MASSEY FERGUSON 135

1966, £8,750. Full Cosmetic Restoration, new wheels and tyres, 2,100 genuine hours based in Worcestershire. Contact Cameron. Please call 07713 807204, West Midlands

MASSEY FERGUSON 135

£10,500. Rebuilt Engine, done less than 100 hours. Tractor fully refurbished, outstanding condition, V5. Tyres 13.6.28, 95% good. Reluctant sale, based in Staffordshire. No V.A.T. Please call 07966 532637, Staffordshire

6048

MASSEY FERGUSON 175 MULTI POWER TRACTOR

POA. Very original, everything working. Power steering, Pick Up Hitch. Irish Tax Book Cork, Ireland. Please call 0879 257824, Ireland

5987

MASSEY FERGUSON 24 TELEHANDLER 2WD

POA. Four new tyres, good runner sell or swap for tractor and hedge cutter Aberystwyth Wales. Please call 01970 890277 or 07580 772602, Wales

6013

MF 4 CYLINDER 35

£3,000. Good condition. Please call 07536 975561, Somerset

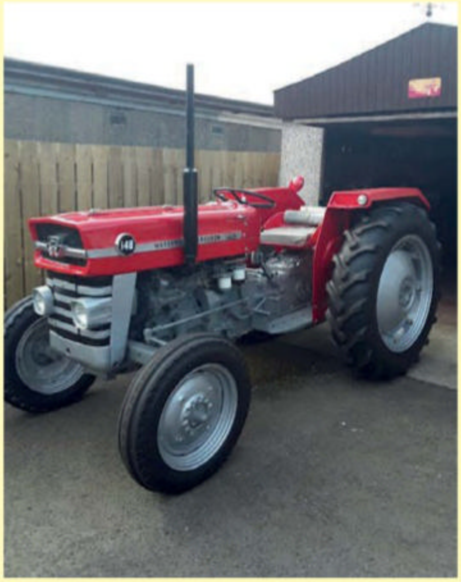
5609

MF145

£4,200. Good condition. Please call 07536 975561, Somerset

5608

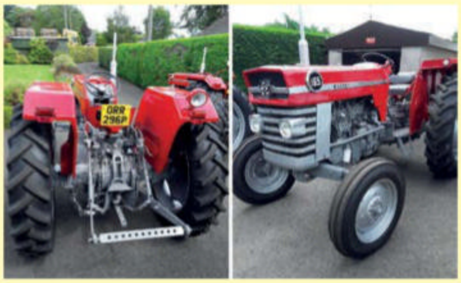
MASSEY FERGUSON 148



£8,500. 1973, V5, restored, very good condition, tin work perfect. Rear tyres 85%. Front tyres 75%, swinging drawbar. Please call 01250875732 or 07960435148, Perthshire

5604

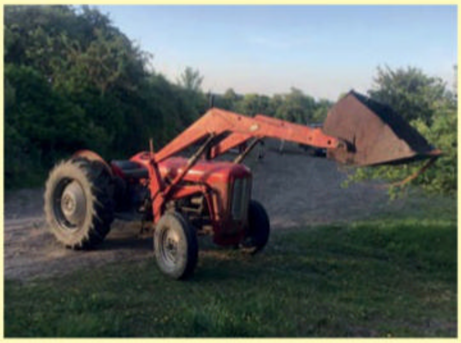
MASSEY FERGUSON 165



£10,500. 1976, V5, restored, excellent condition, runs very well, new tyres and wings, quick hitch drawbar, power steering. Please call 01250875732 or 07960435148, Perthshire

5603

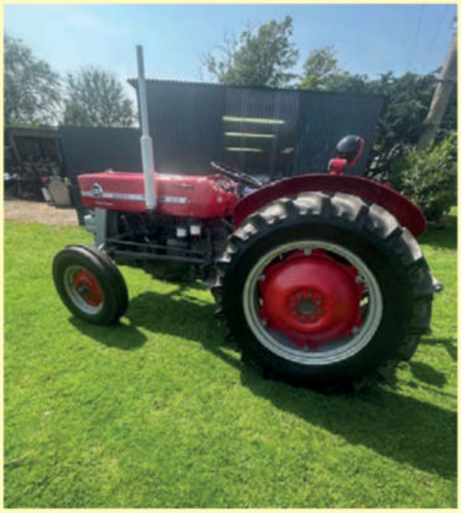
MASSEY FERGUSON 35



£5500. 1960 with V5. Runs well. 7000 hours. Loader fitted in 2024 and has not been used much. New radiator, king pins & bushes, fuel pump etc. Injectors re-seated on copper washers. New half-shaft seals on rear axle lhs. Foot throttle added. New front tyres. Needs new rear rims & tyres. Has had full service. Please call 07902 460704, South Oxfordshire

5611

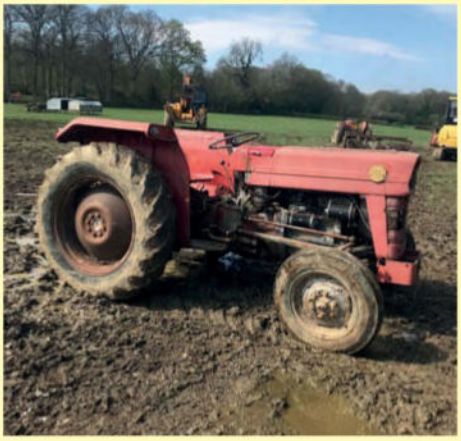
MASSEY FERGUSON 135



£10,500. 1966 multi power, good mechanically new pars fitted new hydraulic lift pump paintwork refurbished have original book nice little tractor road legal. Please call 07884 311042, Stewarton

5820

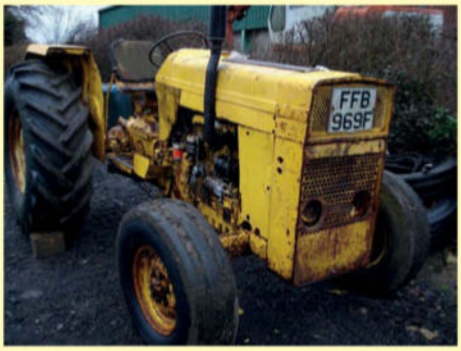
MASSEY FERGUSON 135 TRACTOR



£3,850. Massey Ferguson 135 Tractor £3850. All in good running order. Tin work is fair. Viewing welcome. Please call Martin: 07885 306055, please phone (no texts), Ashford, Kent.

5675

MF 330 5 EX DIGGER

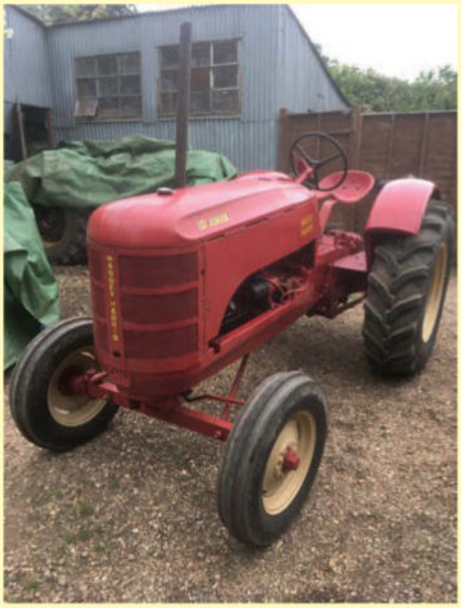


£3800. Good starter runner tourqe converter trans body work straight & sound no hyds or pto. Please call 07712 249900, North Wiltshire

5614

MASSEY HARRIS

MASSEY HARRIS 101



POA. T.V.O. Electric start, runs very well. Please call 07855 399487, South West

4772

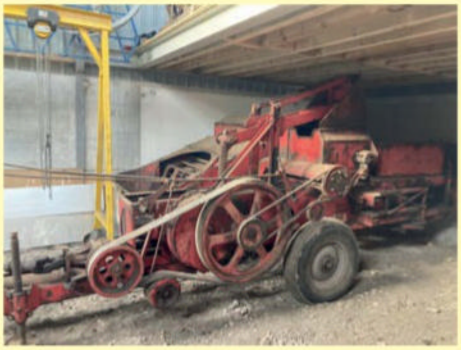
MASSEY HARRIS 102 JNR

£1,600. Please call 07536 975561, Somerset

5979

OTHER MACHINERY

MASSEY FERGUSON 701 VINTAGE CONVENTIONAL SQUARE BALER



£950. Dry stored. Used a number of years ago at Vintage Harvests. Requires some attention to bale chamber but otherwise complete and in useable condition. Comes with instruction book and parts list. Please contact David for more details. Payments by BACS or Cash on Collection. Please call 07985 123392, Nottingham

6040

PARTS

2X MASSEY FERGUSON ENGINES

POA. One 4 cylinder Perkins, one 3 cylinder Perkins, working order, price negotiable, collection from Reading (RG1), please call for more information. Please call 07770470889, Berkshire

5363

BELMAC 7.5 ROTAR SPREADER GVO

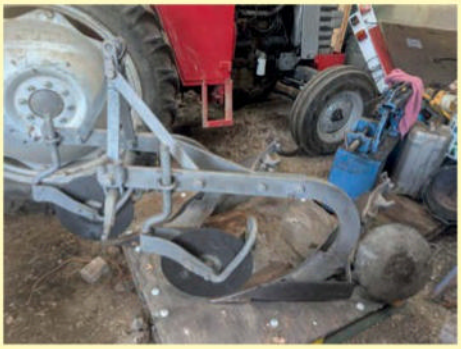
POA. One pair of rear wheels and tyres two fit MF 165 185 or 290 18-4-30. One steelfab front loader to fit 35 or 135 M.F. Also Hart single chain bale elevator. Please call 01239 841452 (evenings), Wales

FERGUSON 3.5 TONNE TIPPING TRAILER

POA. With 12 stud wheels, good condition. Please call 01348 881212 or 07779921934, Pembrokeshire

5434

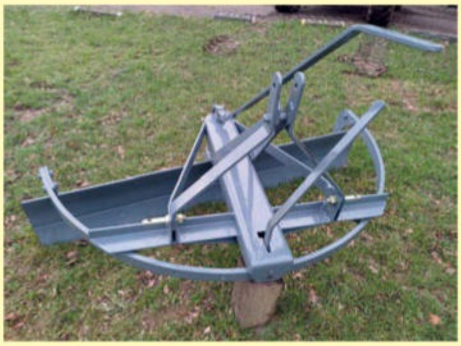
FERGUSON BROWN PLOUGH TYPE B10



POA. 2 furrow, mould boards, discs and skimmers in very good condition. Original brass plate still present. Sensible offers considered. Collection Wigan. Please call 07974 170674, Wigan

5544

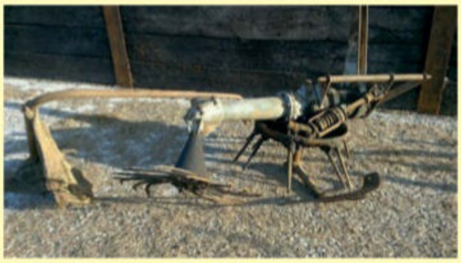
FERGUSON SCRAPER LEVELLER



£650. Fully restored. For show or use. Please call 07765 445206, Elsenham

5546

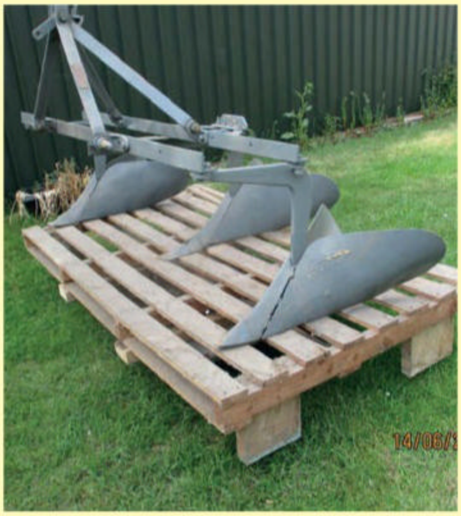
FERGUSON POTATO DIGGER



£250. Barn stored Potato digger with all parts, it lifts then spins the potatoes to clean of mud. Needs a little tlc on the sack on the side. Please call 07881828083, Surrey

5476

FERGUSON CULTIVATOR FRAME WITH POTATO RIDGERS S/N 13947 MODEL RDE-20



£320. Ferguson Cultivator frame fitted with Potato Ridgers. Makers brass name plate. Shot blasted, rust protection and finish paint. Dry Barn stored. Buyer collects. Please call 07710 590219, Hertfordshire

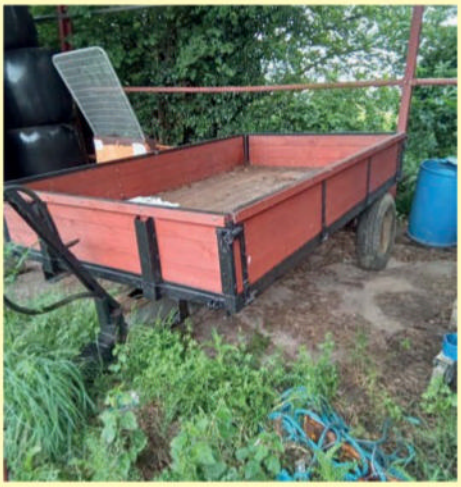
5992

FERGUSON LOADER

£300. FE35 loader, bucket. Forks and spool valve. Please call 07917 808238, Oxfordshire

5982

FERGUSON TIPPING TRAILER



£1,250. In very good condition. No longer needed. Hydraulics work okay. Handbrake not operable. Sensible offers. DN85TG. Please call 07798 872221, South East

5612

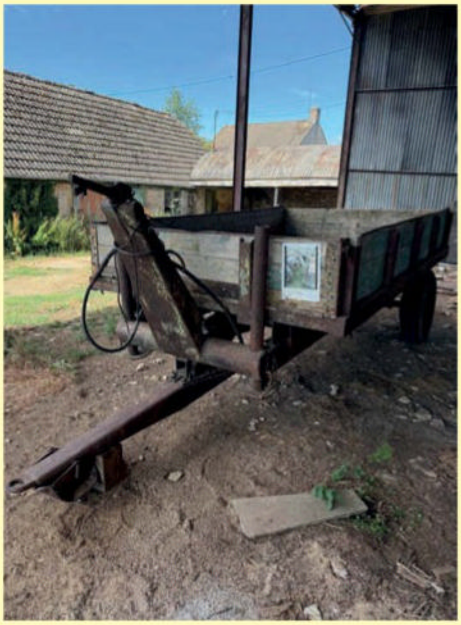
LOADER BRACKETS TO FIT MF 300 SERIES TRACTOR AND OTHER PARTS

POA. 28" rear tractor discs to fit 165/185 MF etc. MF 8 foot disc harrows and other MF machinery. Offers. Photos available. Please call 07802 756830, Gwent

M.F. TRAILER

£800. Comes with grain sides. Can take 4 tonnes of grain. Very good ram and tyres. Please call 01892722532 evenings or 07808200404, South East

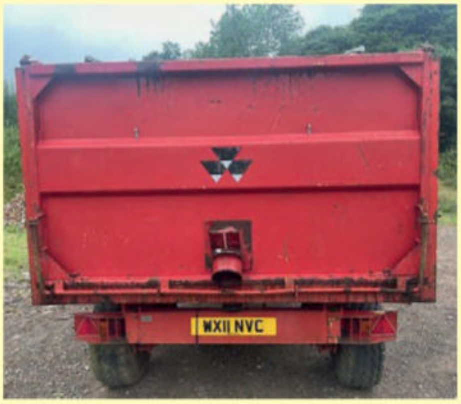
1946 FERGUSON 3 TON, WORKING TIPPING TRAILER



£600. Equipped with original type hitch on the trailer, although I do not have the tractor fittings, it has been standard fitted with a Ferguson draw bar. Trailer is equipped with its original front legs and believed to be the original boards (collection only, from the Gloucestershire Area). £600 ono (sensible offers please). No VAT. Please call 07841 431644, Gloucestershire

6047

MASSEY FERGUSON 700 8-TONNE GRAIN / SILAGE TRAILER



£2,850. 8 tonne capacity. Complete with silage extension sides. Good tyres all round. Brakes lights all in working order. Tidy condition, ready for work. Ideal for grain, silage or general farm haulage. Located in Dulverton, Somerset. Please call 07880358578, Crawley

5831

MASSEY FERGUSON 65 FRONT WEIGHTS

£480. 4 off £480 collection only telephone or WhatsApp. Please call 07831 665757, Staffordshire

6240

MASSEY FERGUSON CORN DRILL

£250. 15 spouts. Requires tyres. Complete and in working order. Please call 07979 817554, Shropshire

6171

MF 70 2 DRUM MOWER

£390. No VAT. Complete but showing signs of age. Have just run it on tractor. Please call 07970 058560, Warwickshire.

2 SETS OF STANHAY STRAKES FOR DEXTA AND FERGUSON 28 INCH WHEELS

£130-£150 per pair. Please call 01227 709530, Canterbury

6032

MASSEY FERGUSON PARTS

£125. MF35 3 cyl bonnet side panels grill and front panel for sale have been painted. Please call 01306 627282, Surrey

6037

MASSEY FERGUSON SEAT COVER KITS

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121063

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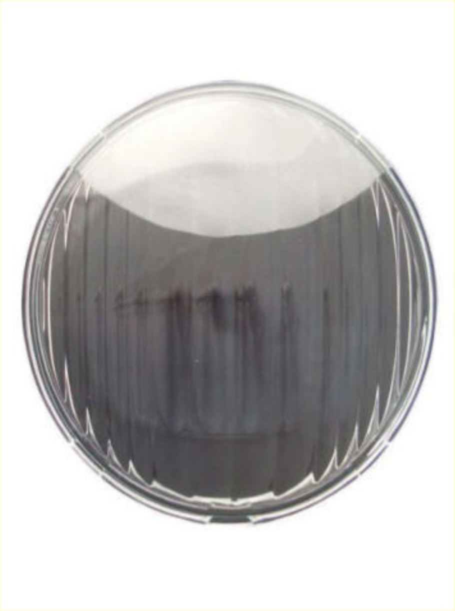

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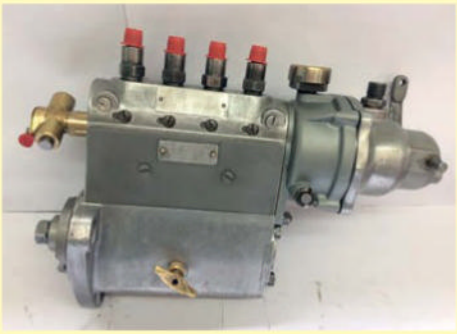

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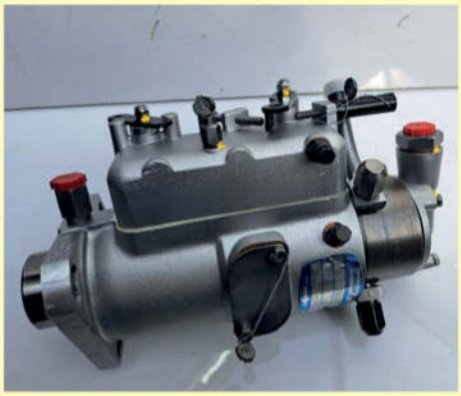

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5620

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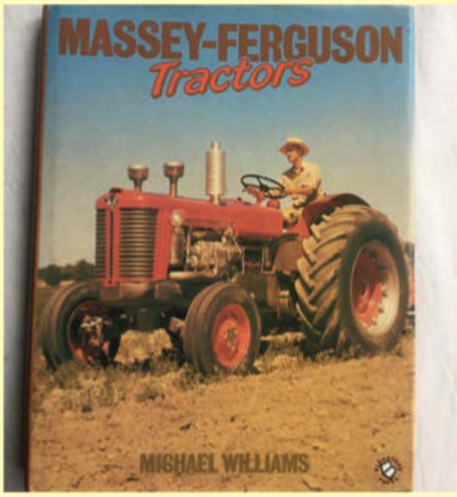

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Wanted. Massey Ferguson 35 or 135 for restoration project. Please call 07790 844990, Kent

5939

MASSEY FERGUSON 35 / 135

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5835

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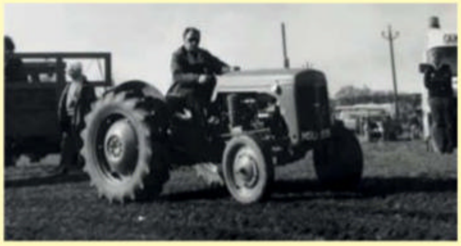

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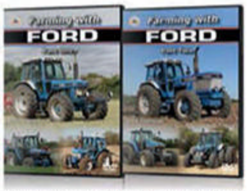

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